

THOROUGH GUIDES



SCOTLAND

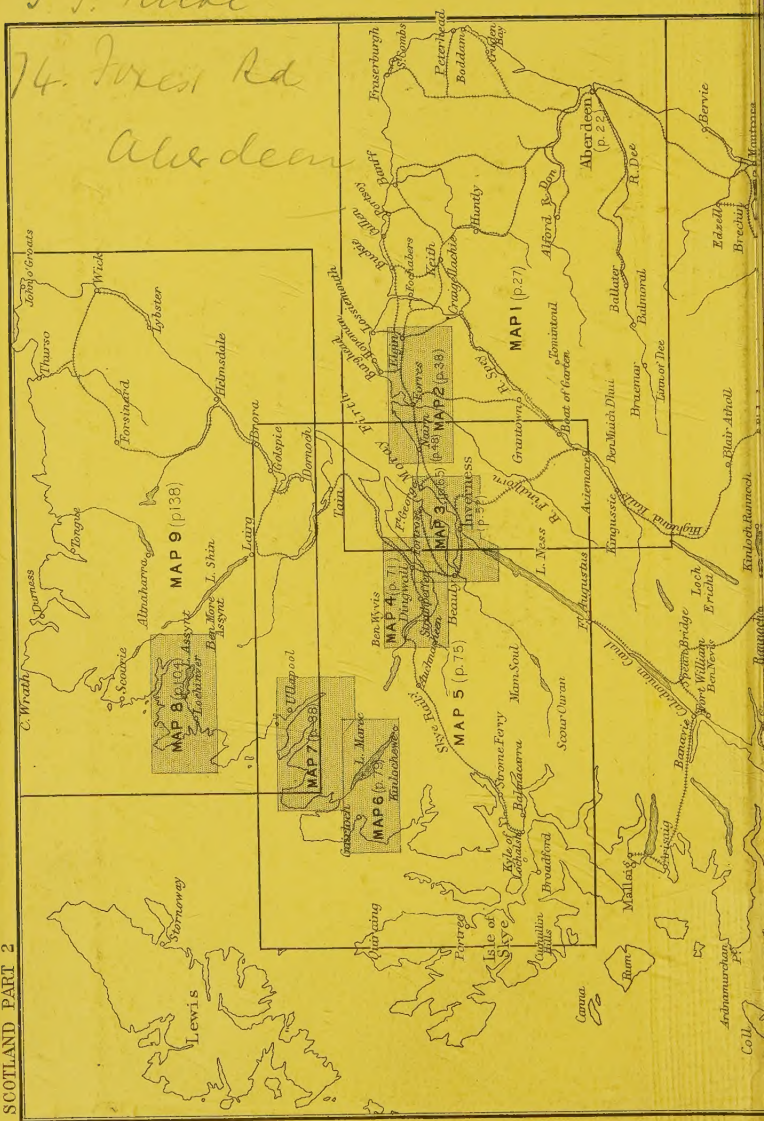
PART 2.

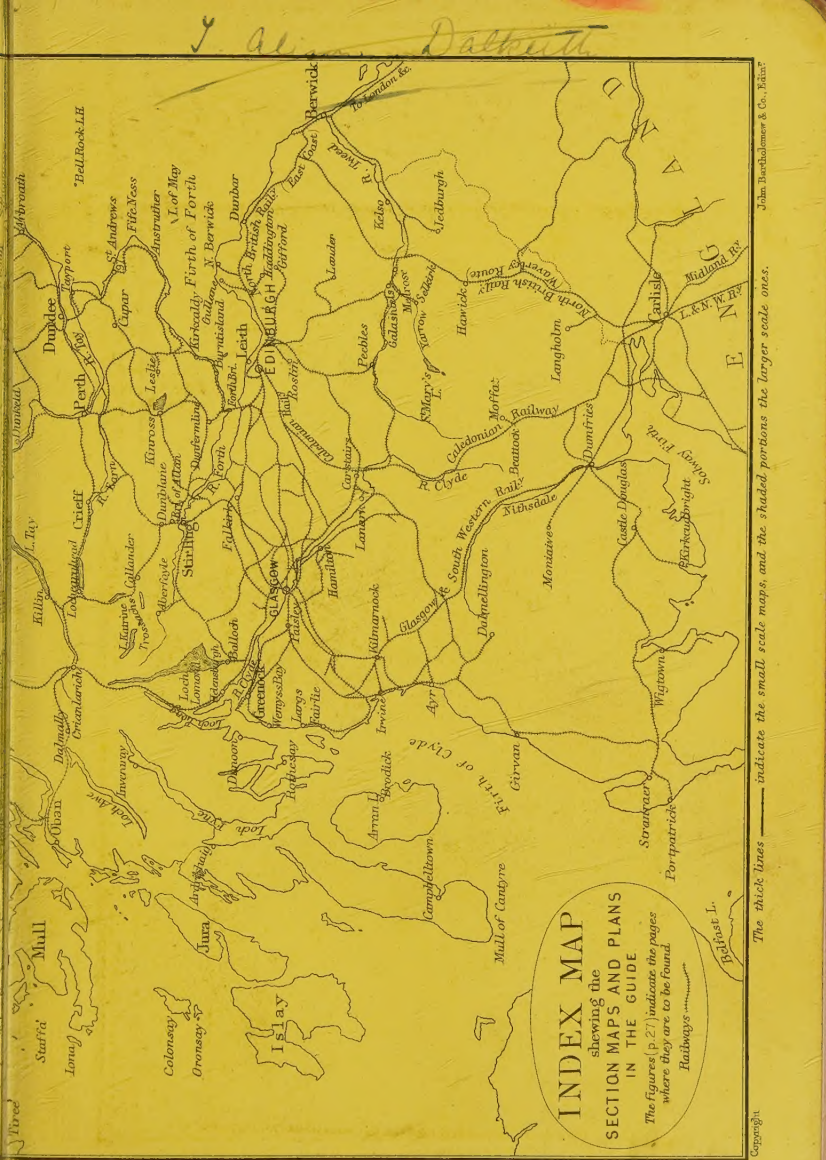
NORTHERN HIGHLANDS.

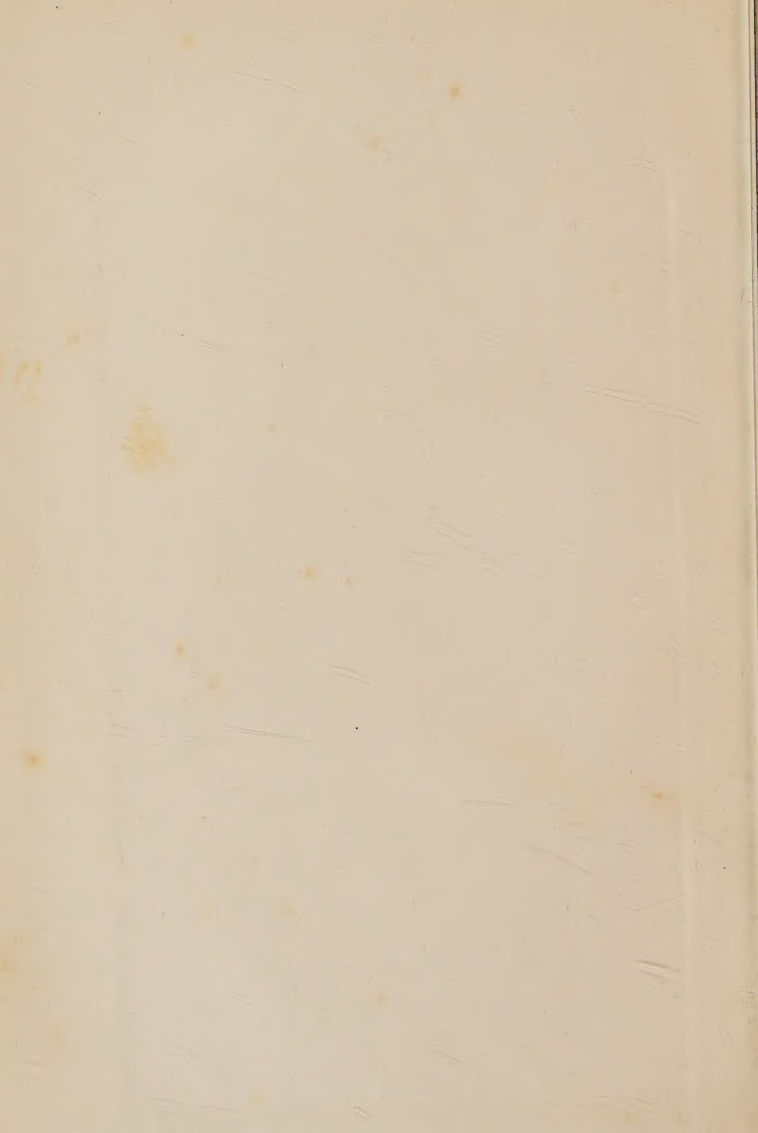


74. Foxes Rd

Alv deen







Cycling and Motoring.

The following is an outline of the chief routes. For closer particulars refer to Index.

The cyclist in the North of Scotland should especially bear in mind the exposed character of most of the roads, and trim his sails to suit the wind—a difficult process, certainly, when you happen to be at one end of a road and want to get to the other. In the earlier months, however, he may with fair confidence arrange his tour from east to west; in the later it is better to reverse it. Any one who has travelled, say, from Thurso to Cape Wrath in the face of a strong sou'-wester, will not forget it in a hurry.

The most trying bit in the racing route between Land's End and John o' Groat's is the twenty miles between Helmsdale and Latheron, the only other part to compare with it being the crossing of Shap Fells in Westmorland. An indispensable little volume is the "Scottish Contour Road Book," published by Gall & Inglis. 3s. 6d.

Aberdeen to Inverness Direct.

Distances :—Kintore, 13 m.; Inverurie, 16½; Inveramsay, 20; Piteaple, 21; Mill of Carden, 23; Kennethmont, 33; Summit, 34; Huntly, 38; Keith, 49½; Fochabers, 58; Elgin, 66½; Forres, 78½; Nairn, 89; Inverness, 105.

Except for divergences between Inveramsay and Huntly, and between Keith and Elgin *via* Fochabers, the route follows pretty much the course of the railway. It is interesting without any suspicion of grandeur, the best views being those in the neighbourhood of Bennachie and across the Moray Firth beyond Elgin. The first five-and-twenty miles or so are pretty level; then comes a long, broken rise to the top of the *Foudland Glens* (800 ft.), followed by a descent of 4 miles to Huntly (400 ft.; road very well engineered). There is also some high ground between Keith and Fochabers (steep descent), beyond which it is almost level to Inverness. Very fair hotels or inns at all the places named.

There is an alternative route, about 3 miles longer, by following the course of the railway from Mill to Carden, 2 miles beyond Inveramsay to Huntly.

Another route, 14 miles longer, but over an excellent surface and with fine views, is as follows:—

Aberdeen to New Machar, 11 m.; Old Meldrum (*Commercial*), 18; Eyvie, 27; **Turriff**, 35; **Banff**, 46; Portsoy, 54; **Cullen**, 60; **Fochabers**, 72; and thence to **Inverness** (119).

High ground and good views between New Machar and Old Meldrum, a sleepy town with 1200 inhabitants. Another rise to 500 feet at Tulloch (21 m.), followed by a long descent, up and down and good run into Turriff, where, at Commercial

Scotland II.,—Pink Inset.

Hotel, turn left, and then right again. At *Plaidy station* (39 m.) road crosses rail, and thence to **Banff Bridge** (over the Deveron) the two keep pretty close. Fine view of Duff House and Park (Duke of Fife). From Banff Bridge a sharp rise through the town; then a descent, beyond which *Lady's Bridge Station* and the *County Asylum* are passed. Hence it is an exceptionally good road all the way through *Portsoy* and **Cullen**, through which town there is a sharp descent passing under the railway, and rising again. Through **Fochabers** it is delightful running, and the view from the Spey Bridge, $\frac{3}{4}$ mile beyond the village and close by the Highland station, is charming.

The still more roundabout route through **Ellon** (16 $\frac{1}{2}$ m. from Aberdeen), **Peterhead** (34), Mintlaw (43), New Pitsligo (52 $\frac{1}{2}$), and Macduff (68) to **Banff** (70) is not to be recommended to cyclists who value scenery, while the coast-route from Fraserburgh to Macduff is very hard going where there is any compensation in scenery—*e.g.*, between Aberdour and Gardenstown, and there is no hostelry on the way unless we essay the breakneck descent to Gardenstown. The region, too, is all but treeless.

Aberdeen to Grantown—the Don to the Spey.

Distances:—Skene, 10 m.; Tillyfourie, 21; Alford, 26; Bridge of Alford, 28; Mossat Fork, 33 $\frac{1}{2}$; Kildrummy, 36; Glenkindy Arms, 39; Colquhunny, 45; Allargue (Cock Bridge), 53 $\frac{1}{2}$; Tomintoul, 63; Grantown, 77.

—**Mossat Fork** to *Gartly*, 9 $\frac{1}{2}$; **Huntly**, 15.

—**Tomintoul** to *Dalnashaugh Inn*, 15 m.; *Aberlour*, 23; *Craigellachie Hotel*, 25; *Roths*, 28; **Elgin**, 38.

—**Dalnashaugh Inn** to **Grantown**, 15 m.

—**Craigellachie** to **Keith**, 12 m.

The main road is a very good one, on a graduated rise, almost as far as Allargue, and most comfortable going. Between Allargue (1350 ft.) and Tomintoul most uncomfortable, rough, and hilly; summit 2000 ft. Between Tomintoul (1160 ft.) and Grantown (700 ft., described in Scotland, Pt. I.), poor and very hilly; summit 1425 ft.

—**Mossat to Huntly**, good, but misses the beauty of the Don valley.

—**Tomintoul to Dalnashaugh**, two roads; prettiest down the Avon valley; hilly about Dalnashaugh, whence to Craigellachie is one of the prettiest runs in the district—almost level for several miles, and high up over the Spey valley, to which it descends steeply a little short of Aberlour, whence very easy going to Elgin; much harder to Keith.

Dalnashaugh (350 ft.) to **Grantown**, steep descent to Bridge of A'an (Avon); low parapet. A cyclist some time back came to grief here, falling some thirty feet with, strange to say, more injury to his machine than to himself. Apt to be rough for some miles further by Ballindalloch Station; then good but dull. Follow river and rail all the way.

Grantown to Inverness, 35 m.

Distances:—Carr Bridge, 10 m.; Freeburn Hotel, 20; Moy (*Inn closed*), 23 $\frac{1}{2}$; Craggie Inn, 27 $\frac{1}{2}$; Daviot, 28 $\frac{1}{2}$.

A very good and pretty road to Carr Bridge (900 ft.), beyond which it is very hilly, attaining a height of 1400 feet in 6 miles. Compensation is afforded by the magnificent view in descending to Inverness. The worst bit—very bad—is the crossing of the *River Nairn*, just beyond Craggie Inn. To within 3 miles of this point from Carr Bridge the course of the Inverness direct railway is followed.

Inverness to the North and West.

Cyclists who undertake a ride round the North of Scotland will find their work cut out for them. It is practicable as far as Gairloch, from which place wise tourists will return to Inverness by the direct route *viâ* Achnasheen and Garve. The total distance from Inverness to Inverness is 425 miles. Railways from Inverness to Helmsdale and from Achnasheen to Inverness reduce this to a minimum cycling distance of 325 miles.

Distances :—**Inverness** to Beaulie, 12½ m.; Muir of Ord, 15½; Dingwall, 21½; Alness, 31½; Invergordon, 35; Tain, 46½; Meikle Ferry, 50½; Ferrytown, 51½; Clashmore, 54; Golspie, 66; Brora, 71½; Helmsdale, 83; Berriedale, 93; Dunbeath, 99; Latheron Hotel, 103; Lybster, 107; Wick, 120; Keiss, 128; John o' Groat's, 137; Huua Hotel, 138½; Berriedale Arms, 144½; Dunnet Inn, 149; Castletown, 152; **Thurso**, 158.

N.B.—**Inverness** to **Dingwall** direct over Kessock Ferry, 14 m. Fine road. Grand view from summit, 486 ft.

—**Helmsdale** to **Melvich**, 40½ m.; alongside the railway to Forsinard Station and Inn, 25; thence down Strath Halladale.

—**Latheron** to **Thurso**, 24 m., a very dreary road.

—**Wick** to **Thurso** (21 m.) direct by *Watten* (inn), 8; or by *Thura Inn*, 10½; and *Castletown*, 16. The first-named is a very poor route, and all roads across Caithness are inexpressibly dull; those between Wick and Thurso afford good going and are innocent of hills.

Thurso to Reay Inn, 11 m.; Melvich Hotel, 18; Strathy Inn, 21; Bettyhill Hotel, 32½; Borgia Bridge, 38½; Tongue Hotel, 46; **Durness** (by Heilim Ferry over Loch Eriboll), 67.

—**Durness** to **Cape Wrath**, over ferry, 14 m.

Durness to Rhiconich Inn, 14; Scourie Hotel, 26; Kylésku ferry and inn, 38; Skaig Bridge, 45; **Lochinver**, 56.

—**Scourie** to **Lochinver** (27 m.) by Badcall (3); thence boat to Drumbeg (Inn, 12).

Lochinver to **Ullapool**, 32 m.; Dundonnell (across ferry), 40; Aultbea, 60; Poolewe, 68; **Gairloch Hotel**, 74.

Gairloch to Loch Maree Hotel, 10 m.; Kinlochewe Hotel, 19; Achnasheen Hotel, 29; Auchanault Hotel, 36; Garve Hotel, 45; Strathpeffer, 54; Dingwall, 58½; **Inverness**, 72.

—To return from **Ullapool** direct to **Inverness** *viâ* Garve, 32 m., saves 55 miles; from **Dundonnell** direct *viâ* Garve, 34 m., saves 45 miles.

Ferries to be crossed.—Meikle, ¾ m. (charge for cycle and rider, 1s. 6d.); Tongue, ¾ (6d.); Heilim, 1½ (1s.); Kylesku, ½; Aultmaharrie (Ullapool), ¾; Kessock (Inverness), ½.

Principal Elevations to be crossed.—The Ord of Caithness, between *Helmsdale and *Berriedale, 726 ft.; between Berriedale and Dunbeath, 520; between *Reay and Melvich, 328; Melvich and Strathy, 275; Strathy and Bettyhill, 520; Bettyhill and Borgia Bridge, 441; Borgia Bridge and Tongue, 351; Tongue and *Heilim Ferry, 741; Durness and *Rhiconich, 596; Rhiconich and *Scourie, 320; Scourie and *Lochinver, 813; Lochinver and *Ullapool, 400; Ullapool and *Dundonnell, 800; Dundonnell and *Aultbea, 530; Aultbea and *Poolewe, 306; Poolewe and *Gairloch, 456; Gairloch and *Loch Maree, 400; Loch Maree and Achnasheen, 805; Achnasheen itself, 500; thence downhill to Garve, 230; Strathpeffer, 200; *Dingwall, 20; between Dingwall and **Inverness**, 486.

* These places are within 50 feet of sea-level.

—Between Ullapool and Garve the summit-level is 900 ft.

—Dundonnell and Garve, 1110 ft.

Scotland II.—Pink Inset.

There is nothing appalling in these actual heights, but their frequency, and the fact that most of them rise abruptly from little over sea-level, to dip again almost at once, makes the route a very trying one as a whole. The worst hills are the Ord of Caithness, Strathy, Armadale, Borgie, "The Moin," that between Ullapool and Dundonnell (worst of all, and quite unrideable), and between Kylesku and Skaig Bridge. From Gairloch there is a stiff rise with easier fall to Loch Maree, and from Kinlochewe, at the end of Loch Maree, a long and stiff climb.

Between Ullapool and Garve there is a long pull over a good surface from the end of Loch Broom to Braemore, and from Dundonnell a very stiff climb some miles before joining the Ullapool road.

Surface—one of the best in Scotland as far as Helmsdale; very variable to Latheron; good again almost to John o' Groat's, and fair on to Thurso; moderate between Thurso and Durness—worst part between Tongue and Heilim Ferries.

For **description** between Inverness and **Dingwall**see p. 65.

"	"	"	Dingwall and Helmsdale	"	118.
"	"	"	Helmsdale and Wick	"	124.
"	"	"	Wick and John o' Groat's	"	137.
"	"	"	John o' Groat's and Thurso ...	"	136.
"	"	"	Thurso and Tongue	"	134.
"	"	"	Tongue and Scourie	"	114.
"	"	"	Scourie and Lochinver	"	100.
"	"	"	Lochinver and Ullapool	"	98.
"	"	"	Ullapool and Garve	"	85.
"	"	"	Ullapool and Gairloch	"	82.
"	"	"	Gairloch and Achnasheen ...	"	78.
"	"	"	Achnasheen and Inverness ..	"	73.

Best Hotels or inns on way.—At Beauly, Dingwall, Tain, Golspie, Brora, Helmsdale, Latheron (apt to be occupied by sportsmen), Wick, John o' Groat's, Mey, Dunnet, Thurso, Melvich, Bettyhill, Tongue, Durness, Rhiconich, Scourie, Lochinver, Ullapool, Dundonnell, Poolewe, Gairloch, Loch Maree, Kinlochewe, Achnasheen, Auchanault, Garve, Strathpeffer.

Achnasheen to Jeantown, 21m. (*Hotel*); and **Strome Ferry Hotel**, 26 m. (*See "Scotland Pt. I."*). Runs alongside the Skye railway into Strathcarron and is little used. At 18 m. a cross-road goes off square to **Strathcarron Station** (1 m.). Once in the strath there is a good run to the inn on the N. side of the ferry. Scenery charming. The roads on the S. side of the ferry, whether by Balmacara or Duncraig to the railway terminus at Kyle of Lochalsh are exceptionally hilly.

We give the following valuable extract from a recent letter of Dr. Inglis Clark about the Ullapool to Lochinver road, and the road further northwards to Durness and Altnahara. Last summer he motored over it, and his hints are specially valuable and interesting to motorists:—

"From Ullapool to Lochinver is an exceedingly hilly road, there being quite a number of ridges before Loch Lurgan is

reached, which, though not steep, require careful negotiation unless the car has a good steering lock. It is therefore necessary to observe caution in going downhill. From Inverpolly to Lochinver is one of the most difficult roads in the kingdom to drive, abounding in steep descents and rises and sharp corners. The utmost caution is required throughout the whole drive, and the hill between Inverkirkraig and Lochinver itself is one that should be taken with great care going in the northward direction. On the other hand, the one from Inverkirkraig going south is very steep, and requires a good car to negotiate. Northward from Lochinver the ferry at Kylesku is not suitable for a large motor, but with care a small motor up to 15 horse-power would be all right. The whole of the road from Kylesku to Scourie requires careful driving, abounding in steep hills with often bad surface; but the hill from Scourie northwards is both long and steep, and has also bad surface, and a 15 horse-power car is really requisite to accomplish this with anything like certainty. Further north I did not find any hills to speak of, but in going from Durness it is desirable not to go up the steep sandy road near the coast, but to turn before the hill to the road, and join the other road about half a mile further on. This is close to Durness.

"In going to Altnahara it is much better to cross Loch Hope at the bridge, formerly Hope Ferry, and right round in that way, than to attempt to cross the very steep and difficult hill, which may be called a short cut, and which leads very near the head of Loch Hope over to the Altnahara road further on."

INVERNESS TO LAIRG AND THE NORTH-WEST.

Distances:—Tain, 46½ m. (same as to John o' Groat's, p. iii.); Ardgay (*Balnagoun Arms*, Bonar Bridge Station), 60½; Bonar Bridge Village (*Bridge*), 61½; Invershin Station and Inn, 64½; Inveran Hotel, 66; Lairg, 72½.

From Tain to Ardgay and Bonar Bridge, where the Kyle of Sutherland is crossed between the station and the village, is good running, as also to Invershin, where road and river pass under the railway. The river Shin is then crossed a little short of **Inveran Hotel**.

By this hotel is the shortest and by far the prettiest way to **Lochinver**. **Distances:**—Inveran to Rosehall, 7 m.; Oykel Bridge Inn, 13½; Aultnagealgach Inn, 24; Inchnadamph Inn, 31½; Lochinver, 45½. *Route thoroughly described on page 92.* There are very few bad hills; but the road is narrow, and now much cut up into ruts by the motor car traffic. The finest part is along the shore of Loch Assynt, beyond Inchnadamph. The inns are apt to be almost monopolised by anglers.

From Inveran to Lairg there is a gradual rise on a fair surface, passing above the Falls of Shin. This is a better and prettier route than the slightly shorter one on the E. side of the river from Invershin.

Routes from Lairg.

Described on pp. 92 and 128.

(1) To **Lochinver**, 46½ m.; same as from Invershin station, but a less interesting road. The two join at Rosehall (8½ m.).

(2) To **Scourie**, 44 m.; and **Durness**, 56½ (add 2 from Lairg Station).

Intermediate:—Overscaig Inn, 16 m.; Achfarrie, 30; Laxford Bridge, 37; Scourie Hotel, 44.

—Laxford Bridge to Rhiconich Inn, 5½; Durness Hotel, 20.

The roads, little used, except by the motor-cars to Lochinver and Scourie, and the mail-car from Laxford Bridge to Durness, pass over a desolate region of moorland, relieved only by lakes and distant views of the boldly shaped mountains of West and North Sutherland. The Lochinver route is by far the less dreary of the two, especially if it be taken up the Oykel valley from Invershin. **Loch Assynt** is a great relief. The roads are mostly narrow and unenclosed, with variable surface—loose in places, but free from dangerous hills. The **Watershed** of the Lochinver route, half-way between Oykel Bridge and Aultnagealgach, is 536 feet above sea-level; that of the Durness route 419, between Overscaig and Achfarrie and Lochs Merkland and More. There is a sharp descent to the latter loch.

An **alternative route to Scourie** (54 m.), by the Lochinver route as far as **Skaig Bridge**, 35 m., on Loch Assynt, affords magnificent views between the latter and Scourie, which may compensate for the extra distance and very hilly character of that region. The descent from the col beyond Skaig Bridge (813 ft., 600 higher than Loch Assynt) requires great care.

(3) To Tongue.

Distances:—Lairg Village to Crask (*pub.-ho.*), 13 m.; Altnaharra Inn, 21; Tongue, 38; 39 to the Ferry.

A very fair road, involving a good deal of push up to the "Crask," or watershed (945 ft.), between Strath Tirry and Altnaharra—a rise of 675 feet from Lairg, followed by a drop, steep in places, to Altnaharra, which is 300 feet above the sea. Then come a sharp rise to 725 feet and a gradual descent to Loch Loyal (369 ft.). The rest is simple.

—**Altnaharra to Durness**, 35 miles, without an inn—passing Loch Erribol. Not to be recommended.

—**Altnaharra through Strathnaver to Bettyhill Inn**, 24 m.—See p. 115.

The Black Isle.

Inverness to Cromarty, 22 m.; thence to **Nigg Station**, 7, and **Tain**, 11½—33½ in all.

The best route is across the "Isle," and it may be continued by Nigg Station so as to join the main route from Inverness to the Scotland II.—Pink Inset.

North about 3 miles short of Tain—thus shortening the distance by 13 *m.*, but necessitating the passage of two ferries—Kessock and Cromarty (1 *m.*)—and a climb to a height of 477 feet from Rosemarkie (13½ *m.*) between Fortrose (12½ *m.*) and Cromarty (60). Good surface throughout, and level or nearly so beyond Cromarty. Steamer from Cromarty to Invergordon (50 *min.*, 1*s.*) three times a day. Good hotels at Rosemarkie and Cromarty.



ESTABLISHED 1798

Suggestions as to Tours.

THE Highland Railway Company issue special cheap tickets for day excursions, which enable tourists to take many short runs to places of interest at a very low cost. Their A B C Guide should be consulted for details. They also issue fortnightly passes at Inverness to holders of return tickets from the south and east of Perth—passes between Inverness and Fortrose, Strathpeffer, Kyle, Dornoch, Thurso, Wick, Lybster, and intermediate stations—for £3 (1st class) and £2 (3rd class), enabling one to make any number of journeys (for pleasure only !) within the fourteen days of issue.

A capital tour from Inverness, covering some of the special ground described in this volume, has been arranged for by the Highland Railway during July and August. It can be done in three days by leaving Inverness on a Saturday, Sunday being spent at Lochinver; but tourists are strongly urged to break their journey at one or more places *en route*, and so prolong the pleasure. The route is as follows:—Inverness to Kyle of Lochalsh, thence steamer to Portree, Gairloch, and on to Lochinver—this last on Saturdays only—from Lochinver per motor coach to Lairg, thence rail back to Inverness. This tour can also be made by leaving Kyle of Lochalsh on Tuesday nights by “The Clansman” or other cargo steamer (with passenger accommodation), arriving at Lochinver about 10 p.m. on Wednesday night. Fares for the round (including coachman’s fee), 1st class and cabin, £2, 1s. 6d.; 3rd class and steerage, £1, 9s.

Visitors at Inverness, if they be golfers, must not omit to visit Dornoch. They are the best links in the north of Scotland, and the *Station Hotel* is most comfortable, and replete with all the newest things pertaining to a first-class modern hotel.

In like manner we say to all who find themselves at Aberdeen, do not forget to spend a week or a week-end at Cruden Bay. The links are perfect, and the hotel equally so.

The new Three River Tour by the Dee, Don, and Spey is very attractive, given good weather; while, of course, Balmoral, Ballater, and Braemar must not be omitted. For these places consult Part I., which also contains information as regards the best tours from Aberdeen to the west and south.

As regards the best way to explore Sutherlandshire and Caithnessshire from Inverness, we would advise the tourist to train to Lairg, thence per motor to Lochinver. After a stay there, return to Lairg, and proceed west again to Scourie *via* motor,

and then northwards *viâ* Rhiconich to Durness. At Durness a day should certainly be given to Cape Wrath. From Durness hire or cycle to Tongue, thence per coach to Thurso, John o' Groat's, Wick. From Wick the return is best made by train to Inverness.

There are a number of short single-day excursions which can be made from Inverness, some of which should certainly be undertaken. For example—

- (a) To Nairn.
- (b) To Novar, for the famous Black Rock or Devil's Gorge.
- (c) To Culloden battlefield.
- (d) To Glen Urquhart, Glen Affric, Strath Glass, Beaully, and back to Inverness.
- (e) To Fort Augustus, and back by the Caledonian Canal.
- (f) To Elgin, for the fine old Cathedral.

THE
NORTHERN HIGHLANDS
(SCOTLAND, PART II.)

Baddeley's Guides.

("Thorough" Guide Series)

Published by

❖ T. Nelson and Sons. ❖

*With Coloured Maps, Index Maps, Plans, Hotels,
Tours, Etc. Bound in Limp Red Cloth.
All at Net Prices.*

ORKNEY and SHETLAND.
1s. 6d. (*Revised Edition.*)

IRELAND, PART I. Northern Division, including Dublin. 4s.

IRELAND, PART II. Southern Division, including Dublin. 5s.

SCOTLAND, PART I. "The Highlands," as far as Aberdeen, Inverness, and Stornoway, including Edinburgh and Glasgow. 6s. 6d. (*Revised Ed.*)

SCOTLAND, PART II. "Northern Highlands," from Aberdeen, Inverness, and Gairloch to Cape Wrath and "John o' Groat's." 3s. 6d.

SCOTLAND, PART III. "The Lowlands," including Edinburgh and Glasgow. 4s. (*Revised Edition.*)

ENGLISH LAKE DISTRICT. 5s.

YORKSHIRE, PART I. East. 2s. 6d. (*Revised Edition.*)

YORKSHIRE, PART II. West. 3s. (*Revised Edition.*)
(The two in one volume, 5s.)

THE PEAK DISTRICT OF DERBYSHIRE, Etc. 3s. (*Revised Ed.*)

NORTH WALES, PART I. Chester, Rhyl, Llandudno, Bangor, Llanrwst, Bettws-y-Coed, Carnarvon, Llanberis, Beddgelert, Festiniog Sections, and Pwllheli. 3s.

NORTH WALES, PART II. Llangollen, Bala, Dolgelly, Barmouth, Shrewsbury, Machynlleth, and Aberystwyth Sections. 2s. 6d.
(The two in one volume. 5s.)

SOUTH WALES, and the Wye District of Monmouthshire. 3s. 6d. (*Revised Edition.*)

THE EASTERN COUNTIES (Watering-places, Cathedral Cities, etc.). 3s. 6d.

SURREY AND SUSSEX, including Tunbridge Wells. 3s. 6d.

ISLE OF WIGHT. 2s. 6d.

NORTH DEVON & NORTH CORNWALL, with a full description of Exmoor and the Scilly Isles. 3s. 6d. (*Revised Edition.*)

SOUTH DEVON & SOUTH CORNWALL, with a full description of Dartmoor and the Scilly Isles. 4s. (*Revised Edition.*)

BATH AND BRISTOL, and 40 miles round. 5s. (*Revised Edition.*)

NEW VOLUME.

SOUTH HAMPSHIRE AND SOUTH DORSET, including the New Forest. This completes Baddeley's Guides to the South Coast of England. 3s. 6d.

THOMAS NELSON & SONS,
LONDON, EDINBURGH, DUBLIN, AND NEW YORK.

Thorough Guide Series.

THE NORTHERN HIGHLANDS (SCOTLAND, PART II.)

CONTAINING A FULL DESCRIPTION OF

ABERDEEN, INVERNESS, LOCH MAREE, AND GAIRLOCH, AND OF THE
MAINLAND NORTH OF THOSE PLACES IN THE COUNTIES OF
ABERDEEN, BANFF, ELGIN AND NAIRN, INVERNESS, ROSS &
CROMARTY, SUTHERLAND AND CAITHNESS:

BY THE LATE

M. J. B. BADDELEY, B.A.

MAPS BY BARTHOLOMEW.

NEW EDITION.

THOROUGHLY REVISED AND EDITED BY THE REV. ARCH. E.
ROBERTSON, B.D., BRAES OF RANNOCH.

“The northern realms of ancient Caledon.”
Scott.

THOMAS NELSON AND SONS,
London, Edinburgh, Dublin, and New York.

1911.

[ALL RIGHTS RESERVED.]

MAP INDEX.

Index Map	...	...	...	...	...	... inside cover
General Route Map	...	...	...	...	...	opp. Title-page
Plan of Aberdeen	...	...	...	...	...	... opp. p. 22
Section I.	Aberdeen to Inverness		...	...	...	„ 27
„ II.	Forres, Elgin, Nairn, &c.		...	...	...	„ 38
Plan of Nairn	...	...	...	...	...	„ 48
Plan of Inverness	...	...	...	...	...	„ 52
Section III.	Inverness and neighbourhood		...	...	...	„ 65
„ IV.	Strathpeffer and neighbourhood		...	...	...	„ 71
„ V.	Inverness to Gairloch, Ullapool, Lochinver, &c.		...	...	...	„ 75
„ VI.	Gairloch, Loch Maree, &c.		...	...	...	„ 79
„ VII.	Ullapool, Dundonnell, &c.		...	...	...	„ 88
„ VIII.	Lochinver and neighbourhood		...	...	...	„ 104
„ IX.	Sutherland and Caithness		...	...	...	„ 138

Colouring of the Maps. The Maps are tinted to show contours of altitude. The light green covers all the ground below 500 feet, the dark green extends from 500 to 1,000 feet, the light brown from 1,000 to 2,000, the dark brown from 2,000 to 3,000, and the neutral tint from 3,000 to 4,000 feet (*e.g.*, Ben Wyvis, *p.* 71).

CONTENTS.

Cycling and Motoring	Pink Inset
Time and Fare Tables	Yellow Inset
Tours, Trips, etc.	Blue Inset
Introduction	Page viii
Geology	xi
The Gaelic Language	xii
Glossary	xv
Heights of Mountains	xviii
Angling Section	xix
Golfing Section	xx
Mountaineering Section	xxi
Approaches—	
Edinburgh or Glasgow to Inverness	1
Edinburgh or Glasgow to Aberdeen by Forth Bridge ...	6
Edinburgh (Leith) to Aberdeen, Wick, and Thurso by sea	8
Glasgow and Oban to Inverness and Gairloch	10
Oban to Inverness by the Caledonian Canal	16
Aberdeen	22
Aberdeen to Ellon, Cruden Bay, Peterhead, and Fraserburgh	27
Fraserburgh to Macduff and Banff	29
Through the Don Valley	30
Aberdeen to Banff, Buckie, and Elgin	32
Banff to Gardenstown	34
Aberdeen to Inverness	36
Elgin	38
Elgin and Spey-side	41
Grantown to Inverness (by road)	43
Forres and neighbourhood	44
Nairn „ „	48
Inverness and Neighbourhood	52
Inverness to Culloden	57
„ Fortrose and Cromarty ("Black Isle")	59
„ Kilmorack, Beaully, etc.	62
„ Glen Affric, Drumnadrochit, etc.	63
„ Strathpeffer	65
Strathpeffer and Neighbourhood	66

Gairloch and Neighbourhood	72
Inverness to Gairloch	73
Gairloch	75
„ to Loch Maree and Achnasheen	78
„ Ullapool and Dundonnell	82
Garve to Ullapool and Dundonnell	85
Ullapool and Neighbourhood	88
Ullapool to Garve	89
„ Gairloch	89
„ Lochinver	90
Lairg to Lochinver	92
Lochinver	95
Cnoc Poll	96
Lochinver to Ullapool	98
„ Lairg and Invershin	98
„ Scourie	100
Scourie	103
Handa Island	103
Scourie to Lochinver	104
„ Lairg	105
„ Durness and Tongue	106
Durness	107
Smoo Cave	108
Durness to Cape Wrath	109
„ Tongue	110
Eriboll to Altnaharra and Lairg	111
Tongue	113
Tongue to Durness and Scourie	114
„ Lairg	115
„ Thurso	116
Inverness to Wick and Thurso	118
Black Rock	118
Dornoch	121
Dunrobin Castle	123
Helmsdale to Wick (by road)	124
Lairg to Scourie and Durness	128
„ Tongue	129
Thurso and Neighbourhood	130
Dunnet Head	133
Thurso to Tongue	134
„ Wick	136
Wick and Neighbourhood	136
Wick to John o' Groats	137
John o' Groats to Thurso	138
Index	141

INTRODUCTION.

General Remarks.—The district described in this Guide Book comprises Aberdeen, Inverness, and Gairloch, and the whole of the mainland of Scotland north of those places, commencing from, and to some extent overlapping, that described in our Guide Book to the main part of the Highlands. Year upon year the northern shires of Scotland grow in favour with tourists, and while supplementing our previous volume with one descriptive of the district named, we here give a fuller and more detailed description of the popular districts of Inverness, Strathpeffer, Gairloch, the Loch Maree district, and Lochinver, than that contained in the previous volume. To this we have added an account of the route from Aberdeen to Inverness, including the interesting region of the lower Spey valley, from Grantown to the mouth of the river.

Those travellers who are simply following the ordinary tourist track from Inverness to Gairloch, and returning south by steamer, or making the round the reverse way, may obtain satisfactory guidance from our previous volume. Such, however, as are fixing their headquarters at either of the above places, or at any other place north of Inverness, will find the neighbourhood of each described with much greater detail in our present one.

Characteristics of the Scenery.—The typical features of the Southern and Central Highlands—mountains of bold outline in themselves, but so closely grouped together as in some cases to lose their individuality; deep and narrow valleys, threaded by stream or torrent, whose impetuous rush is stayed now and again in the calm expanse of a spreading loch and whose banks are fringed by birch and fir—extend almost as far northwards as the boundary line between Ross and Sutherland. Ben Wyvis may, perhaps, be regarded as the limit of this particular class of scenery in the north-east, and the hills immediately surrounding Ullapool in the north-west. Beyond these there is a marked change in the physical aspect of the country. The trees, except on the east coast, become fewer; the valleys widen out and rise gradually to low-pitched plateaux near the watersheds, and the mountains, though in average considerably lower, derive from their isolated positions and singularly bold outlines an individuality out of all proportion to their heights. This is

particularly the case in the neighbourhood of Loch Assynt and Loch Inver. Amongst those which follow the more ordinary type of Scotch mountains, the Teallachs, rising from the south of Little Loch Broom, may be specially singled out as more rugged and fantastically shaped in their upper parts than any others on the mainland of Scotland. North of Loch Inver the chain again becomes more continuous, and from Ben Stack, on the road from Lairg to Scourie, northwards to Foinaven and the other heights at the upper end of Loch Eriboll, and thence west to the two Ben Griams, approaching the border of Caithness, there is little break. In Caithness itself the pyramidal Morven rises a head and shoulders above its fellows, and from its comparative isolation becomes as distinctive a feature of the Northern Highlands as is Ben Wyvis when seen from the southern seaboard of the Moray Firth.

The mountains of Sutherland have the local peculiarity of rising at some distance from the sea. The intervening country is, on the west, a low but uneven tract of gneiss rock crowded with countless lochs, and broken here and there by a strip of red sandstone. Consequently, the sea-lochs lack those grand surroundings which characterize them farther south, in Ross-shire and Inverness-shire. The north coast is broken by a succession of valleys approaching it at right angles, and separated by featureless tablelands, from which, however, fine views of the surrounding country are obtained.

The central region of Sutherland, once described as a vast sheep-walk, can hardly be called so any longer. It is now, rather, the domain of the deer, the encircling mountains being almost without exception preserved for the purposes of the most exciting of British sports. It is the same with the rugged southern quarter of Caithness. This circumstance, though it somewhat hampers the movements of the tourist, who regards every unenclosed area of British soil as his "native heath," and claims the right of exploring it accordingly, is hardly to be regretted on his account. The great majority of the Sutherland mountains do not by nature or circumstance satisfy the wants of the genuine mountaineer. Their strong point is outline, and that is better seen from the lowlands bordering on a mountain than from its sides. Their slopes are monotonous, and when once their summits are reached they do not command that depth and richness of prospect in the middle distance which forms such a striking feature in the views from most of the English Lake mountains and from many of those in the

Southern Highlands. Extent and not variety is the characteristic of the view ; and lastly, there are generally speaking no inns within comfortable distance of their summits to prevent a pleasure degenerating into a toil. The almost unique conformation of several of the isolated heights in the neighbourhood of Lochinver—Suilven and Quinag, to wit—make them well worth the effort of the climb, and the view from them is indeed marvellous. From many of the smaller elevations, which are either crossed by the roads themselves, or gained by a few minutes' divergence from the roads, numberless delightful views may be obtained, the beauty of the mountain-shapes being seen to the best advantage, and the comparatively limited extent of the prospect saving the eye from the risk of being wearied by the monotonous character of its details. Such viewpoints present themselves, and are noted in our descriptions, on the road from Achnasheen to Gairloch, from Gairloch to Poolewe ; between Aultbea, Dundonnell, and Ullapool ; between Ullapool and Lochinver, and from various points all round the coast from Lochinver by Durness and Tongue to Melvich, beyond which eastward to Duncansbay Head and thence southwards to Wick and Helmsdale, all interest is centred in the coast-scenery. Perhaps the finest and most comprehensive mountain view obtainable from any point on the mainland, and at the cost of little exertion, is that from Cnoc Poll, nearly eight miles north of Loch Inver. A very similar one, with the enhancement of a ten-mile row round some very fine cliff-scenery may be obtained by hiring a boat from Scourie, and after rowing round the island of Handa, climbing to the summit of its highest cliff. Very delightful, too, are the views from the higher ground on the south of the Moray Firth near Inverness and Forres, the Culloden drive in particular commanding a glorious prospect. All the little hills near Strathpeffer afford easy and delightful climbing, while those who can condone a little monotony for the sake of fine air and a very fine panoramic prospect, will not repent of going what, in respect of the shape of the mountain, may be literally described as the " whole hog" of Ben Wyvis. The views of Loch Maree from Tollie, at its north-east end, from Glen Docherty during the descent to it from Achnasheen, and from Meall Garavaig, a twenty minutes' climb from *Loch Maree Hotel*, are particularly fine—better, in fact, than that from the dominating height of Slioch.

Of all the drives we have described, none, perhaps, is more thoroughly beautiful than the last 12 miles of the road

from Garve to Ullapool, while, for grandeur of mountain scenery, nothing on the mainland of Scotland can surpass the last part of the Dundonnell branch of the same road.

Hotels and Inns.—The accommodation provided for tourists in the north of Scotland is excellent. The Sutherland estate has for long maintained a wise oversight over the hotels within its jurisdiction, and the consequence is that in Sutherlandshire we find many comfortable and well-equipped inns in places where one would not expect to find such. The charges are much the same as in other tourist districts. If, as is unfortunately the case in the more frequented parts, there is, in the height of the season, a tightness of accommodation, it is attributable to a cause over which tourists as a body have greater control than the hotel-keepers. The season, always short, has of late years become still shorter. The number of visitors has increased, but the period of the year over which their visits extend has decreased. This is in a great measure the result of the alteration in school-terms. Formerly boys and girls, and consequently parents, were set free in June, and could take their holidays before the advent of the sporting season. Now, school-holidays begin at the end of July, and the seasons of sport and touring are crammed into one. The long days of June, often the most enjoyable in the whole year, pass by unheeded, and August, with its shorter days and less dependable weather, brings four-fifths of the total number of visitors to tourist districts. It is unreasonable to expect hotel-keepers to provide twenty times the accommodation asked for during ten months of the year in order that no visitor may be disappointed of a comfortable bed during the remaining two. To a certain extent this evil is past remedy. The majority of tourists are not the arbiters of their own holiday-time; those who are have only themselves to thank if they choose to throw in with the ruck, and subject themselves to the possibilities of discomfort arising therefrom.

Geology, &c.—The distinctive peculiarities of the scenery of Northern Scotland are greatly due to its various geological formations. The main and inland part of the district is of the same rock as that which constitutes the greater portion of the Highlands—technically described as Metamorphic, and consisting of gneiss, quartzite, and schist. Under this head come many of the mountains of mid-Sutherland, including Ben Hope, Ben Clibreck, Ben Hee, and the Fionnabheinn range at Rhiconich. Most of the Ross-shire and Cromarty hills, too, including Ben Wyvis,

Ben Dearg, and the Fannich heights, are of the same rock, while those in the neighbourhood of Ullapool and Loch Maree, including Slioch, Ben More Coygach, the Torridon mountains, the Lochinver hills, the Teallachs, are composed of older sedimentary rocks, known to the geologist as Torridon Sandstone. Morven and the two Ben Griams are Old Red Sandstone, while the Lewisian or Archæan gneiss is finely represented in Ben Stack, Ben More Assynt, and Ben Lair. Ben Loyal, at Tongue, is granite. The coast road from Ullapool to Durness is of unique interest to the geologist, passing through as it does some of the most striking examples of the gray barren Lewisian gneiss formation, springing out of which, at Lochinver, are the marvellous Torridon Sandstone peaks of Suilven, Cul Mor, Cul Beag, Canisp. Almost the whole of Caithness consists geologically of a species of the old Devonian "red," which is well known from the celebrated Caithness flag-stones that it produces. As far as scenery goes, it has no bold or interesting features except along the coast, where it presents itself in sheer and lofty cliffs, such as that of Dunnet Head, or in slender insulated stacks, of which the Duncansbay Stacks, and the "Clett," near Thurso, are noteworthy examples.

This red sandstone forms the fringe of the Moray Firth throughout its northern side, and as far as the mouth of the Spey on its southern, broken only by a patch of granite about the Ord of Caithness, and a narrow strip of oolite extending thence by Brora to Dunrobin. Strathy Point is also composed of granite, which, however, is very rare in the north of Scotland. Still rarer is limestone, its only occurrence on the ordinary tourist track being in the neighbourhood of Durness, where the Smoo Cave is formed entirely of it, and at Inchnadamph.

* * * Geologists should provide themselves with Geikie's "Scenery of Scotland viewed in connection with its Physical Geology." Two Maps and 85 Illustrations. 12s. 6d. Macmillan. Also Bartholomew's "Geological Map of Scotland." 7s. 6d.

The routes described in the book are, with the exception of the railway ones, marked brown.

The Gaelic Language.—Gaelic is the mother-tongue of the Highlands, and in many parts of the west and north it is still the native speech, English being, of course, known, but only spoken as a foreign tongue. Although to the uninitiated and unsympathetic it may seem uncouth and barbarous, yet it is in point of fact a most beautiful

and cultured language, abounding in picturesque similes and quaint phrases, all culled from the sights and sounds of Nature around. The spelling of its words at first sight, to the uneducated eye, may seem strange and misleading, but this is not really so. If any one will but take the trouble to master a few of the main rules of Gaelic spelling and pronunciation, he will find his difficulties vanish, and it will open up a world of new interest in a Highland map and in a Highland voice. This at any rate can be said for Gaelic spelling—it is consistent; and a word correctly spelled is pronounced correctly by any one who can read Gaelic, which is more than can be affirmed of English or many other European languages! No doubt, as regards pronunciation, many of the sounds, especially the strong gutturals, are so entirely foreign to the Saxon throat as to make it impossible for a southerner to utter them; but that is the Saxon's fault, not the fault of the Gaelic!

Some years ago it looked very like as though Gaelic would fade away entirely in the Highlands, but one is glad to think that of late there has been a distinctly revived interest in it, and that to-day it is being read and studied and spoken more than ever. Individuality in anything is always precious, and this is true of speech. It would be a thousand pities to see Gaelic as a spoken speech die out in the north.

Some slight acquaintance with the principles of Gaelic spelling and pronunciation is essential to any intelligent reading of a Highland map; and there is no doubt also that a sympathetic interest in the language of the Gael unlocks the door of the Highland heart as nothing else can, while to laugh at it or despise it makes him silent at once. No one likes ridicule, least of all a Highlander. We would advise all intelligent travellers in the far west and north to endeavour to master one or two of the main principles of Gaelic speech—at any rate to put themselves in an attitude of sympathy towards the language of the country they are passing through. They will gain by it in more senses than one. We can cordially recommend Reid's *Grammar* (1s. 6d. John Menzies and Co., Edinburgh and Glasgow). A capital handy little dictionary is M'Eachen's (2s. 6d. *Highland News Office*, Inverness), the larger and fuller dictionary being Macleod and Dewar's (12s. 6d.).

We append a few elementary hints as to the pronunciation and inflection of Gaelic words:—

Bh or *Mh* = *v*: e.g. *bròg* (pron. *brōōg*), a shoe; *a' bhròg* (pron. *a' vrōōg*), the shoe. *Mil* (pron. *meel*), honey; *a mhill* (pron.

Damph (<i>damh</i>)	a young stag	Inchnadamph
Dearg (<i>derg</i>)	red	Ben Dearg
Dubh, Dhubh	black	Meall Dubh
Drum, Druim	a back, ridge	Drumochter
Dun	a fort	Duniquoich
Eas	a waterfall	Coire Essan
Eileen, &c.	an island	Loch-an-Eilean
Fad, fada	length, long	Inch Fad
Falloch (<i>falach</i>)	hiding-place, shelter	Glenfalloch
Fyne (<i>fionn</i>)	white, shining	Loch Fyne
Gair, gare (<i>gearr</i>)	short	Gairloch, Gareloch
Garve (<i>garbh</i>)	rough	Garawalt
Glas	gray	Glenkinglas
Glen (<i>gleann</i>)	a valley	Glen More
Gloe (<i>gleo</i>)	mist	Ben-y-Gloe
Gorm	blue	Cairn Gorm
How (Hangr), Norse,	mound, burial ground	
I, Inch, Innis, Inis	an island	Imhòr
Inver (<i>inbhir</i>)	river mouth (probable)	Inverness
Kil	= Lat. <i>cella</i> , a monk's cell, hence applied to enclosures and parishes	
Killie (<i>coille</i>)	a wood	Kilmartin
Kin (<i>ceann</i>)	a head	Killiecrankie
Knock (<i>cnoc</i>)	a knoll	Kintyre
Kyle (<i>caol</i>)	a strait	Knock Farrel
Lag, laggan	a hollow	Kyle Akin
Leith (<i>liath</i>)	gray	Loch Laggan
Linn(e)	a pool, narrow channel	Loch Lethah
Lis (<i>lios</i>)	a garden	Linn of Dee
Loch	a loch	Lismore
Mam	} a rounded hill	Loch Earn
Meall (<i>meall</i>)		{ Mam Rattachan
Mon (<i>monadh</i>)	moorland	{ Mealfourvonie
Mor, more (<i>mòr</i>)	big	Monega Hill
Muck, muick (<i>muc</i> , gen. <i>muic</i>)	a sow	Kenmore
Na, nam, nan	of the	Ben Muic Dhuì
Ochter (<i>uachdar</i>)	uplying	Bealach nam Bo
Quoich (<i>cuach</i>)	a cup	Drumochter
Ree (<i>kigh</i>)	a king	Duniquoich
Riach (<i>riabhach</i>)	grayish	Portree
Ross (<i>ros</i>)	a point	Braeriach
Scuir, scour (<i>sgurr</i>)	a rough mountain	Kinross
Shiel (<i>sìlidh</i>)	dropping rain	Sgurr-nan-Gilleann
Spittal, spidal	a place of entertainment	Glenishiel
Tigh	a house	Daldaspidal
		Tigh-na-bruaich

Tilly, tully (<i>tulaeh</i>)	a knoll	Tillycoultry
Tom	a mound	Tomachastle
Tor (<i>torr</i>)	a round hill	Torlum Hill
Tyr (<i>tir</i>)	land	Kintyre
Uam (<i>uamh</i>)	a cave	Uamvhar
Uig	a nook	Uig
Uisk (<i>uisge</i>)	water, whisky	Coruisk.

. In Gaelic names *bh* is pronounced *v*, and *dh* spells nothing.

HEIGHTS OF MOUNTAINS.

Ben Nevis	Inverness	4,406
Snowdon	Carnarvon	3,570
Carran Tual	Kerry	3,414
Scafell Pike	Cumberland	3,210

Ben Dearg	Ross-shire	3,547
An Teallach	"	3,483
Ben Wyvis	Cromarty	3,429
„ More Assynt	Sutherland	3,273
Slioch	Ross-shire	3,217
Ben Clibrick	Sutherland	3,154
„ Hope	"	3,040
Foinaven	"	2,980
Bus Bheinn (Baeish-ven)	Ross-shire	2,869
Ben Hee	Sutherland	2,864
Coulmore	"	2,786
Canisp	"	2,779
Scur Vuillin	Ross-shire	2,778
Ben Rinnes	Banff	2,755
Quinag	Sutherland	2,653
Cran Stackie	"	2,630
Ben Arkle	"	2,580
Coulbeg	"	2,523
Sail Mhor	Cromarty	2,508
Ben Loyal	Sutherland	2,504
„ More Coygach	Cromarty	2,438
Suilven	Sutherland	2,399
Ben Stack	"	2,364
Meall-an-Aonaich ("Eagle Rock")	"	2,345
Morven	Caithness	2,313
Ben Ghobhlach	Ross-shire	2,082
Scaraven	Caithness	2,054
Stack Polly	Sutherland	2,009
Ben Griam Mor	"	1,936
„ „ Beg	"	1,903
Maiden Pap	Caithness	1,587

ANGLING SECTION.

THERE is no doubt that by far the best open fishing waters in Great Britain, apart from the Hebrides and Orkney and Shetland, are to be found in Sutherlandshire and in its immediate confines; and the angler who has the leisure and the opportunity to visit some of the out-of-the-way yet comfortable hotels to be found in these places will not be disappointed, especially if he go in June! We mention a few that are known to us personally; and first, and perhaps foremost, is *Melvich Hotel*, which for homely comfort and excellent loch fishing takes a very high place in the estimation of all anglers in the north of Scotland. The hotel is reached by driving from Forsinard Station. *Altnaharra* is another splendid fishing hotel (motor 'bus from Lairg), as are also *Forsinard Hotel* and *Tongue Hotel*. *Durness Hotel* offers excellent sea-trout fishing in the tidal waters of the Kyle of Durness; while at Rhiconich and Scourie are countless lochs which can be fished by residing in the hotels bearing these names. Coming farther south, there is *Inchnadamph Hotel*, a really delightful angling resort, both as regards sport and scenery and comfort. *Lochinver Hotel* is a larger and more pretentious place, but it is always full during the season, and visitors staying there have the chance of several first-rate lochs, as well as some good salmon fishing in the river Kirkaig (the latter 12s. 6d. a day). *Aultnagaelgach Hotel* is famous not only for its name, but also for its trout; and on the many grand lochs that pertain to it some very fine sport can be had.

The above fishing resorts do not by any means exhaust the list; but as a very full list must necessarily include many places that yield but indifferent sport, it was thought to be a more helpful plan just to give a few of the best which were personally known by the Editor to be good. For a full and complete list consult the pages of the "Sportsman's Guide" (1s., published annually), 118 Pall Mall, S.W., a most wonderful compendium of all sorts of information about sport in the Highlands.

GOLFING SECTION.

Return Tickets are issued by the Highland and Great North of Scotland lines at a single fare and quarter to members of golf clubs, travelling to play golf, on production of voucher from Secretary of Club, signed by holder. Minimum, 5 miles. Maximum, 50 miles. The charges are subject to fluctuation, but such is the increasing popularity of the royal game that we do not know an instance of their fluctuating *downwards*.

Page.	Holes.	Extent. Miles.	Charge to Visitors.	Distance from Station.
22	Aberdeen—			
	Golf Club	18	3½	3 m. (tram.).
	Victoria	18	—	1 m. ('bus).
43	Abernethy (Nethy Br.)	9	1/- day; 5/- mth.;	3 min.
33	Banff	9	6d. a day	½ m. from Har- bour Station.
123	Brora	18	3 5/- a month.	5 min.
35	Buckie and Portessie ...	9	2½ 1/- day; 5/- mth.	Close to Portessie Station; 1 m. from Buckie.
Craigellachie (in connection with hotel, 9 holes), on "Haugh of Craig- ellachie."				
61	Cromarty	9	— 1/- a day.	N. side of Ferry.
28	Cruden Bay , a new and very fine course of 18 holes close to the hotel. (Visitors, 1s. day, 5s. wk., 15s. mth.; also a Ladies' Course.)			
35	Cullen	18	— 1/6 a wk.	½ m. from station.
121	Dornoch	18	3 1/6 day; 7/6 wk.; 5/- after 2nd wk.	Close to village.
	Ladies'	18	— 1/- day; 5/- wk.; 2/6 after 4th wk.	
Has been christened the "Northward Ho!" of the Kingdom.				
42	Dufftown	9	5 1/- day; 2/6 wk.	2 m.
107	Durness	9	—	(Good course.)
27	Ellon (Newburgh)	9	—	—
35	Fochabers	9	— 5/- a month; 2/6 a wk.; 1/- a day.	1 m.; on Gordon Castle grounds.
44	Forres	9	2 1/- a day; 2/6 a wk.; 5/- a month.	3 m.; ¾ m. from Kinloss Station.
60	Fortrose and Rose- markie	9	1½ 7/6 a month.	1 m.
29	Fraserburgh	18	2 On application.	½ m.
122	Golspie	18	— 5/- a month.	2 min.
43	Grantown	9	— 10/6 a month.	Close to town.
	Ladies'	9	— 3/6 a month.	
"Foursome competition weekly during season."				
119	Invergordon	9	1½ 5/- for season.	1 m.
52	Inverness (2 courses)	18	— 5/- a month; 2/6 a wk.; day 1-.	1 m.
137	John o' Groat's (skirting Pentland Firth)	9	—	(John o' Groat's Hotel.)
121	Laig	9	—	—
40	Lossiemouth, Moray Club	18	3 2/6 day; 10/ wk.; 21/- month.	¾ m. Fine course.
65	Muir of Ord (suitable for beginners)	9	—	200 yards.
48	Nairn	18	3 5/ to 10/ wk.; 20/ to 30/- month.	1 m. Fine course.
	Ladies'	9	—	
61	Nigg	9	—	Close to Nigg Sta.
30	Peterhead	9	— 5/ m.; 2/6 w.; 1/- d.	1 m.
134	Reay	12	— 2/- a week.	Coach; 11 m. from Thurso.
35	Spey Bay	18	3½ Apply to club sec.	Garmouth, ½ m.
66	Strathpeffer	18	3 2/- d.; 5/- w.; 9/- 2 w.; 12/6 3 w.	½ m.
	Ladies'	18	3 2/6 w.; 7/6 seas'n	½ m.
119	Tain (St. Duthus)	18	3½ 1/- day; 5/- wk.	½ m.
130	Thurso (Dunnet Links)	9	— 1/- day; 2/6 wk.	9 m. Close to Dun- net Head.
136	Wick (Reiss Links)	9	1½ 2/6 mth.; 1/- day.	3 m.

MOUNTAINEERING SECTION.

THERE are not a few very fine mountain expeditions in the part of Scotland which this volume deals with. We will indicate some of them here, and give very precise directions as to routes, etc., but first of all let us give some

General Hints.—June will be found much the best month for all hill-walking expeditions. The weather is at its best—warm but not close, clear, dry, with no darkness at night to speak of. The deer-forest difficulty also solves itself by going there in June. Few reasonable proprietors or gamekeepers object to responsible and respectable people walking over their ground up to July. Hence many splendid mountain walks and climbs are free in the early summer months which in August, and especially in September, are quite justly closed to promiscuous wanderers. If you must climb in the shooting season, go to where the ground is under sheep, or to where there exists a recognized right of way or public path.

We advise all climbers and hill-walkers to start as early as they can in the morning; every hour before noon is worth two or three late in the afternoon. And having started, go slowly, yet withal steadily, especially at first. All novices are tempted to rush the thing far too quickly. Three miles an hour is quick enough to start with—four miles an hour getting home, if you like!—and in climbing, 1,000 feet in the hour is the average speed to aim at. Don't take long rests, and for the most part don't sit down—stand a minute or two and look round, and then proceed. You will find that this will rest you quite as much as a prolonged seat followed by a rush. To rush and then to rest is the sure way to fatigue oneself and to unduly prolong the day.

Food.—Always take plenty of food with you. Eat little at a time, but eat often, say every two hours or so. The best thing to take is jam or marmalade sandwiches, ginger snaps, crystallised fruit, chocolate, raisins, prunes, black striped balls, acid drops—anything except a *meat* sandwich. Eat meat before and after the day's work, but not in the middle of active exercise. For drink, take the spring water from the hillside as you pass. Provided you do not gulp it down, you may indulge in water fairly freely. Carry a flask of whisky, but if you are wise you will leave it for the most part untasted. Few mountaineers, whether abstainers or not, take whisky on the hills. When you are back at your hotel you may please yourself, but the less you have to do with alcohol till the day's work is over the better.

Equipment.—Be sure to have strong, well-nailed boots. The tourist who essays a long hill walk without nailed boots is a fool. He doubles his fatigue, and may in many places endanger his life. A cap to let down over the ears is a comfort on a windy ridge; also a Shetland wool sweater and a pair of woollen gloves—the kind shaped like babies' gloves without fingers is by far the best. A stout, iron-spiked stick is a help, except in the Coolins, where you are better with your hands free. If you have anything to carry, carry it in a Rucksack (not a knapsack or sling bag), procurable from Silver and Co., London, or Frederick and Co., County Arcade, Leeds. A good map—1" Ordnance Survey for choice, or Bartholomew's $\frac{1}{2}$ " series, which are really excellent—a compass of generous size of the bar-needle type [*N.B.*—Magnetic needle points 18° W. of geographical N.], and an aneroid barometer are all useful if not necessary to the full enjoyment of a day's tramp among the hills.

BEN WYVIS (3,429 feet).

Approximate distance from Strathpeffer, 10 m. Time up and down, 8 hrs. or more. Pony and guide, 20s. Descent to Evanton (Novar Arms), 12 m.

The wide tract of lofty moorland known as Ben Wyvis forms one of the bulkiest mountain-masses in the kingdom. It occupies a greater area than any other single mountain in Scotland, except perhaps Ben Nevis and Ben Cruachan. "Nae matter which way ye go," a communicative resident at Strathpeffer once said to us, "ye'll have Ben Wyvis fornent ye."* Having, however, neither the elevation of Ben Nevis nor the peaked outline of Ben Cruachan, the Ross-shire mountain fails to strike the eye with an adequate impression of its height, and when looked at from below presents only the appearance of a long moorland ridge of almost uniform altitude throughout.

The ascent of Ben Wyvis, compared with those of the more rugged heights in the western part of the country and other parts of the Highlands, affords no excitement to the mountaineer, and except in good weather is dull and monotonous to a degree. In a bright and clear atmosphere, however, the long breezy walk is delightful, and the situation of the mountain itself, well removed from all others, and commanding on one side the whole expanse of the beautiful Moray Firth, with its sloping shores of corn-field and fir-wood, on the other the long serried line of the wild western hills, makes it, perhaps, the grandest natural observatory in the north of Scotland.

The route. Starting from the Pump Room, go up by Achterneed station ($1\frac{1}{2}$ m.), a little to the west of which the road crosses the line. About 200 yards further cross the burn on the left by a wooden foot-bridge, and follow a track which passes several cottages

* A gentleman once made the ascent every day for nearly a fortnight to get rid of insomnia!

and leads directly to the hili. Clear of the houses, the view opens to the south and south-west, while eastwards there is a peep of Cromarty Firth and the Black Isle. The path, turning to the left, continues between a belt of wood and the shoulder of the hill, and reaches level ground $1\frac{1}{2}$ miles above the station, disclosing as it ascends a fine view west, south, and east. After doubling the west end of the shoulder we see the track making straight ahead for the main ridge, which runs east and west. Where it forks, nearly a mile further, be careful to keep on along the right-hand branch, and pass to the east of the small hill immediately in front. Level and boggy ground succeeds by the side of a burn, crossed several times, beyond which climb the slope to several large boulders forming a good resting-place and view-point. Eastwards are the Sutors keeping watch over the narrow entrance to the Cromarty Firth; westwards the peak of Scur Vuillin and the mountains of central Ross-shire.

Beyond the stones make for the top of the main ridge, at first bearing slightly to the right and descending a little. The peak prominent on the left over an intervening depression is **An Cabar** (3,106 ft.), which forms the south-west buttress or branch of the main ridge, and commands a splendid view. The central and highest peak of Ben Wyvis is not yet visible. An iron fence—the march between the lands of the Earl of Cromartie and Ross of Corravachie—runs up to it along the south-eastern arm of the main ridge, which joins the An Cabar arm about half a mile short of the summit. It is quite worth while to make the short detour to An Cabar for the sake of the view, which, being gained from the top of a steep slope, is finer than from the actual summit. A strong feature of it is Ben Dearg (the “red mountain”), which rises to a height of more than 3,500 feet 15 miles away in the north-west and to the right of the road from Garve to Ullapool, which is seen threading its way up Strath Dirry. A little further west and twice as far away is the magnificent jagged outline of the Teallach Hills, which rise near Dundonnell, at the head of Little Loch Broom. To the right of Ben Dearg the view *may* extend to the isolated peaks which distinguish the west coast of Sutherland (Suilven, Canisp, Ben More Assynt, etc.), but very clear weather is required for a sight of these. Slioch may be identified lying due west, over Loch Maree. Then, nearer at hand, come the peaks of Scur Vuillin, to the left of which is the vast group of Ross-shire hills culminating in Mam Soul, and almost due south the round lump of Mealfourvie rises a head-and-shoulders above the lower line of hills which flank Loch Ness.

In other directions the view is seen to greater advantage from the actual summit, which is about $1\frac{1}{2}$ miles north of Cabar, and is crowned by an immense pile of flattish stones, called by the natives at the foot of the mountain, “the monument.” Hence the view embraces the whole extent of the Moray Firth from Inverness, of which town there is a bird’s eye view, to Lossiemouth, with the Eastern Grampians dimly cutting the horizon, from Ben

Muich Dhui to their most northerly shoulder, Ben Rinnes. On the coast, Nairn and the tower at Forres are conspicuous. Northwards the prospect extends over a wide, sterile, and uninviting area of lower hills to the Ord of Caithness and Morven—the sharp peak of the latter being the most prominent landmark—and Ben Clibrick.

The surface of Ben Wyvis alternates between grass and heather, interspersed with moss, and except on its northern slope displays very little rock. Grouse and hares abound, and a few ptarmigan may be seen. The geological formation is mostly that of all the hills of the Central Highlands—mica-schist.

The **Descent to Strathpeffer** needs no description. Those who wish to vary the route may make for the village of Evanton on the Highland Railway (station, Novar). In any case it is worth while to descend a little northwards, till, by diverging to the right from the fence for 100 yards or so, you get a view down into a deep corrie, with scarped sides—the only cliffs in the vicinity—in which lies *Loch Choir Mhor*. Looking back from the foot of this slope in a south-westerly direction the mountain shows a peaky outline.

From the heights above Corrie Mhor, Evanton lies about 10 miles, due east. The route to be taken—there is no regular one and much tiresome ground has to be travelled over—will be best judged from the map and personal observation on the spot. There is a good road from Corravachie Lodge, at the western end of Loch Glass, along the south side of the lake, and on by the river Glass all the way to Evanton, but in the direct line between the summit-ridge of Ben Wyvis and Corravachie lies the *Wyvis Deer Forest*, round which a considerable circuit must be made, first along the line of the fence. The distance from the top to Corravachie is about 6 miles, and from Corravachie to Evanton, 12 miles.

The easiest route to **Evanton** is to return along the side of the fence to the south-eastern spur of the main ridge, and thence to proceed due east, passing a little north of the minor height of *Cnoc-nan-each* (1,508 ft.), and reaching cultivation again at Claire, whence there is a track or road all the way.

Ben Wyvis is two miles further from Dingwall than from Strathpeffer, but the ascent is equally easy. The best plan, however, is to take the morning train to Achterneed Station.

SLIOCH (3,217 feet).

Boat from Loch Maree Hotel to near Furness, 2 hrs. Thence to the top, 2-3 hours. Descent to Kinlochewe, 2½-3½ hours.

Boat for fishing free. Boatmen, 3s. 6d. each (and lunch) a day.

Slioch is unquestionably the most attractive mountain to ascend in the neighbourhood of Loch Maree. Its summit stands well up above and apart from the surrounding heights, and it commands a full view of the lake itself. It may be climbed either from Kinlochewe (p. 74) or from the *Loch Maree Hotel*, a boat being in

the latter case necessary for the first part of the journey, as indicated above. It is a fair day's work to scale the mountain from *Loch Maree Hotel* and reach *Kinlochewe* in the evening, but active pedestrians may make the entire round within the twelve hours, the walking distance being 25 miles. Those who take a guide usually keep the boat at *Furness* and return the same way. The shortest way is up the face of the mountain overlooking the loch, by the side of a reddish gully which may be made out from close to the hotel—a very steep struggle for the last thousand feet, and not to be recommended without a guide to any but experienced climbers. The easier way is by the east end of *Loch Garavaig* to the back of the mountain, and then up the steeper part by an oblique course. The way down to *Kinlochewe* is very rough in places, but nowhere difficult. Owing to the ground now being under deer, more difficulty than formerly may be found in obtaining access to the hill; but in June there should be no objection at all.

Whichever route you adopt you will, after landing in a little bay beyond the hut called *Furness*,* proceed through a plantation for about half a mile to another hut called *Inishglass*, where the lower climb begins in earnest. A red-looking hump near the top of the ridge will have been pointed out by the boatman while crossing the lake. This is a little above *Inishglass*, and you must work round to the right of it into a little gully, through which there is a path. This path, if pursued, will take you on almost to *Loch Garavaig*, but you must only follow it for a few yards if you are going for the direct ascent up the face of the mountain.

For the easier ascent continue along the path almost to *Loch Garavaig*, and then, instead of crossing the stream issuing therefrom, turn to the right, and keep side-by-side with the lake and a burn that falls into its south-east corner beyond. Then bend round to the right and choose your way up the steep slope, avoiding crags.

For the direct ascent climb to the right from the far end of the gully, and keep on till you have the whole of the top story of the mountain before your eyes. It will then be pretty clear that there is only one way up—viz., by the steep grass slope intervening between the craggy western front and the water-worn gully beyond. This slope should be somewhat on your left as you approach it. In climbing be careful not to get too much amongst the aforesaid crags on the left. The gully itself will prevent you straying too far on the other side.

We have no wish to represent this climb as in any way sensational, but considering the chances of bad weather and the remoteness of the locality, it is undoubtedly more difficult than the average of tourist ascents in Great Britain.

The **View** from the top—which, by the way, the Ordnance survey has robbed of its traditional height (4,000 ft.) to the extent

* Another way of commencing the ascent is to take the boat to *Smìrsair*, 3½ miles higher up the lake than *Furness*.

of nearly 800 feet—is very fine and extensive. The loch itself, with its islands mapped out beneath the eye in their entire extent, is a noble feature in the scene. Beyond it rise the quartz-topped Ben Eay, Liathach, and a host of other hills lying between Loch Maree and Loch Torridon. Kinlochewe is hidden from the actual summit. Far away in the east there is a vista of Loch Fannich through its flanking mountains. In the north-east is the little Loch-a-Vroin, with a solitary little lodge gleaming at its farther end. The mountain-screen extending north and west of this loch is specially grand, and includes the broken outline of the Teallach heights (*p.* 84). The different shades of colour in the nearer ones are noteworthy—some white with quartz, and others deeply streaked with red.

The ridges of Slioch extend a considerable distance eastward and south-eastward, and an hour or two may be very pleasantly spent in exploring them. The **Descent** for **Kinlochewe** must be made by the burn which commences in the grassy hollow between them. This burn tumbles rather abruptly at first, and then threads a comparatively level green basin for about a mile, after which it plunges by a succession of cataracts into the narrow *Glen Bannisdail* below. This part of the descent is steep and tiresome; keep the burn on the right. At the bottom of the glen is a footpath continued along the right side of the stream, till the defile opens on to more level ground, close to the south-east end of Loch Maree. Here cross the stream by a bridge a few hundred yards short of the loch, and just beyond a splendid black rock-girt pool, which is itself worth a journey to see.

To reach the *Kinlochewe Hotel* from this point you must either continue along the path first by the lake and then by the river all the way to the highroad, which you join some way *beyond* the hotel—a distance of fully 3 miles, or you may cut off a long half mile by fording the river at a convenient spot—it is wide and shallow. The first route is an aggravating round-about. *For the return to Loch Maree Hotel, see p.* 75.

Ascent of Slioch from Kinlochewe, 7–8 hours up and down.

Kinlochewe is the only hotel from which Slioch can be climbed on foot all the way, and as boats are not to be found on the north-east side of Loch Maree, tourists cannot descend to the *Loch Maree Hotel*, but must return by the way they went.

In commencing the ascent from Kinlochewe, either the Achnasheen road must be followed as far as the turn to the left for the bridge over the Docherty, or the Kinlochewe River (broad and shallow hereabouts) forded between the hotel and the loch. Both routes become one on the other side of the river, along which runs a footpath continued by the loch-side. At the first turn, half a mile down the loch, this path reaches the outlet of a deep ravine, *Glen Bannisdail*, on the right. Cross by the bridge and turn up the glen, keeping the burn on the right

hand. Just above the bridge a splendid black pool overhung by rock is noticeable. There is a path up the glen which it is best to follow for $1\frac{1}{2}$ miles, passing a rocky projection of Slioch on the left, beyond which a tributary burn comes tumbling down on the same side. At this point, just after crossing the burn, climb the steep broken ground on the left. The only further direction needed is to keep more or less close to this burn the whole way. It commences in a shallow green hollow between two ridges, of which the left-hand one culminates in Slioch. The climb from the head of the burn is very slight.

SUILVEN (2,399 feet).

Suilven, lying a few miles to the east of Lochinver in western Sutherlandshire, is certainly the dominating feature in the landscape of that neighbourhood, and is probably one of the most remarkable mountains in Great Britain. Whether seen by the traveller for the first time from the sea off Lochinver, or from the watershed at the head of Strath Oykell, the sight of this isolated and strangely-shaped obelisk—"a monument of denudation"—springing up out of the plain is most impressive and striking.

Although Suilven when seen from the east or west thus appears as a sharp cone, yet in reality it is a long narrow ridge of about one and a half miles in length, divided into three main peaks, so that when viewed from the north or south it presents the appearance of a triple-peaked ridge—the rounded cone of Caisteal Liath (The Gray Castle) at the western extremity, the sharp peak of Meall Mheadhonach in the middle, and the smaller peak of Meall Beag at the eastern end.

Suilven (a Norse-Gaelic hybrid = pillar fell) is best reached from Lochinver by Glen Canisp or by Fionn Loch. A driving road runs to Glen Canisp Lodge, from whence, by taking the good shooting path which runs up the north side of the Amhainn na Clach Airidh to Suileag, a foot-bridge is reached. Crossing the river, a bee-line across the moor takes one to the foot of the peak. The approach to Suilven by Fionn Loch is longer, but the route lies through some charming scenery, and can be confidently recommended. Following the driving road from Lochinver to Inverkirkraig, take the shooting path up by the river Kirkraig past the falls to Fionn Loch. Keep the path for almost a mile or so farther on, and then a short and easy walk across the moor lands one at the base of the mountain.

The route to the summit lies up one or other of the big gullies or stone shoots which run up between Caisteal Liath (the main peak) and Meall Mheadhonach (the middle peak) on the north or on the south side, according as you have gone *viâ* Glen Canisp or Fionn Loch respectively.

The gully on the north side of the ridge is possibly a little easier than the one running up from the Fionn Loch side, but

there is not much to choose between them. There is no real difficulty or danger about them, only steep, rough, toilsome scrambling, requiring strength and care. On reaching the col—the Bealach Mor—a short ridge walk leads to the cairn of Caisteal Liath, the highest peak of Suilven, and immediately overlooking Lochinver. The other peaks are more difficult of access, and are only for the trained climber to attempt. The mountain has been traversed from west to east, but this, of course, is only for experts! The view is indeed wonderful, especially seawards. It is as though you were on the summit of a gigantic watch-tower looking over the vast expanse of ocean, moor, and loch. The descent had best be made by the route you came up, or possibly, if preferred, you may descend by the other gully at the Bealach Mor—other, that is, than the one you came up by—but it will make the day a much longer one.

BEN MORE ASSYNT (3,273 feet).

This mountain is of interest as being the highest peak in Sutherlandshire. It may be ascended without much difficulty from the inn at Inchnadamph by going up Glen Dubh for about $3\frac{1}{2}$ miles, and then bearing to the left so as to strike the ridge between Beinn an Fhurain and Coinnemheall. An easy but somewhat rough walk then leads to the summit of Coinnemheall (3,234 feet), from which it is about a mile farther on down the ridge *east*, and then up again to Ben More Assynt (3,273 feet). The whole hill is very rough, strewn as it is with Cambrian quartzite, but in clear weather it is well worth climbing.

FOINNE BHEINN (2,980 feet).

The Foinne Bheinn range (pron. *Foinaven* = the white ben) is situated in that wild and remote corner of north-west Sutherlandshire known as the Reay Forest. It occupies a most conspicuous place on the road between Scourie and Durness, and if the tourist has a day or two to spare at *Rhiconich Inn*, one of them may well be spent in the ascent of this mountain. The best route is to follow the (main) Durness road north for about $2\frac{1}{2}$ miles, then leave the road and strike over the moor in a S.E. direction, so as to gain the ridge of the mountain, which is now full in front of you. Once on the top a splendid high-level walk along the ridge, up and down, may be obtained, although the “going” is terribly hard on one’s boots. A descent can be made westwards into the glen below, where a fishing path can be picked up which will lead one back to *Rhiconich Inn*.

BEN HOPE (3,040 feet).

Ben Hope, although not very high, will always be interesting in that it is the most northerly mountain over 3,000 feet in the British Isles.

It is "a far cry" from anywhere, and the tourist who essays to scale it must be prepared for a long day. *Altnaharra Inn* is the easiest starting-point, whence by cycling or driving, or possibly motoring, along the road past Loch na Meide to Muiseal a point is reached where it is possible to walk easily up the long sloping ridge for 3 miles in a northerly direction to the summit. Note the fine craggy cliffs that plunge down towards Loch Hope. By retracing one's steps to Muiseal you can pick up your cycle or trap or motor, and so get back to Altnaharra. (*N.B.*—Muiseal is now only a ruined and tenantless building, so do not count on getting food there.) Ben Hope may also be reached from *Tongue Hotel* by driving to Kinloch Shooting Lodge, and thence by moorland paths for part of the way, but this route involves a lot more heavy walking than from Altnaharra.

Needless to say, the view, situated as it is on the extreme north coast, is very fine, especially over the Pentland Firth.

BEN LAOGHAL (2,504 feet).

Ben Laoghal (pron. *Loyal*) is a peculiarly beautiful and striking mountain. Being composed of granite, it stands out in clear distinction from all the other mountains around, with its four graceful peaks, and well deserves the happy title of "The Queen of Sutherland." Tongue is the starting-point, where there is an excellent hotel. Proceed southwards to Ribigill farmhouse, from whence there is a track still in the same direction for about a mile farther on. The peaked summit of Sgòr a' Chonais-aite (2,320 feet), which forms the northern extremity of Ben Laoghal, will now be seen straight in front of you. Bear to the left over the moor, and up so as to have this peak on your right, then by proceeding on due south the main peak will be surmounted without any difficulty. There are a number of steep cliffs all around, and fine weather is most desirable in order to be able to steer clear of these difficulties, which in mist might prove troublesome, but on a fine day there need be no difficulty in selecting an easy route if the general directions as given above are observed.

BEN CLEITH BRIC (3,154 feet).

This mountain (Ben Clibrick or Klibreck) is well known to all readers of William Black's characteristic novel, "White Heather." It is an easy top to scale, and may be done without much toil from *Altnaharra Inn* *viâ* the Allt Cleith Bric, and straight up the steep grassy slopes to the summit. There is no difficulty anywhere, and it makes a most delightful picnic excursion on a good day for any party staying at the hotel.

Approaches.

VISITORS to the Northern Highlands enter them at Aberdeen or Inverness on the east side, or at Gairloch on the west. The rugged mountain-country, stretching across from the Atlantic to the North Sea, precludes all other access except to pedestrians. We shall, therefore, in this preliminary section, give a short description of the routes from Edinburgh or Glasgow to Inverness by the Highland Railway or the Caledonian Canal, and to Aberdeen by the Caledonian or North British Railway; and from Oban or Fort William to Gairloch by MacBrayne's (Ltd.) steamers; also the route from Edinburgh (Leith) to Aberdeen, Wick, and Thurso by the Caithness, Orkney, and Shetland Co.'s boats.

Edinburgh or Glasgow to Inverness by Rail.

Distances :—Edinburgh to Perth (by Forth Bridge), 48 *m.*; Dunkeld, 64; Pitlochry, 76; Blair Atholl, 83; Kingussie, 120; Aviemore, 132; Inverness, 166.

Glasgow to Stirling, 29 *m.*; Perth, 63; Inverness, 181.

Time :—From Edinburgh, 5½ (morning mail) to 6½ hours; from Glasgow, 5¼ to 7 hours.

Refreshment Rooms at Stirling, Perth, Kingussie, Aviemore (Temp.), Forres, and Inverness.

Breakfast (2s.) and *Lunch* (3s.) *Baskets* at Perth, Kingussie, Forres (lunch only), and Inverness. Wire (free from Highland stations), "Manager Refreshment Room." *Restaurant* at Inverness station.

The direct route from Aviemore to Inverness has shortened the distance over the "Highland" by 26 miles.

* * The Forth Bridge route shortened the distance between Edinburgh and Perth by 20 miles. Through passengers, however, are still conveyed by the Caledonian route *via* Stirling at the same rates as by the newer and shorter route. The Caledonian (Princes St.) terminus at Edinburgh is at the west end of Princes St.; the North British (Waverley) station near the east end.

(a.) By **Forth Bridge**. The line branches from the old route *via* Stirling at *Corstorphine* (3½ *m.*) and is without feature until, passing *Dalmeny* (7½ *m.*), it affords a view of the Forth Bridge in the right front, about half a mile short of the structure itself.

The **Forth Bridge** was opened for general traffic by the present King on March 4th, and for express through traffic on June 2nd, 1890. It is rather as a magnificent monument of engineering skill than from an æsthetic point of view that the bridge is to be admired. It is a vast network of steel tubes, all straight, and braced together by lattice-work, also of steel. The principle adopted is the "cantilever," which is the same as that of a bracket attached to the wall of a room as a support for a shelf.

The floor of the railway between the "approach" viaducts is 160 feet above high-water mark. This long girder-line presents a light and elegant appearance, and the tubes that form the lowest members of the cantilever arms, not being attached to one another in a straight line, give each span when seen from a distance the look of an arch.

The total length of the bridge, including the approach viaducts, is 1 mile 1,005 yards; the spans north and south of Inchgarvie are each 1,710 feet—the widest in the world; the cost was about £3,200,000; and the time occupied in construction seven years.

The commanding height of the bridge enables us to see to great advantage the beautiful and extensive view in both directions—up and down the Firth. On quitting it the line descends sharply to *Inverkeithing*, beyond which (18 m.) *Dunfermline*, with its ancient abbey, is passed. **Loch Leven** (30 m.), of which a good view is obtained on the right, is the next object of interest. The island, with the ruins of the castle in which the hapless Mary was imprisoned for nearly a year, is well seen. Then, passing (31 m.) *Kinross* and a couple of junctions, we cut through the Ochil range by one of its most romantic passes—**Glenfarg**—the river and highroad through which are seen below, first on the left and then on the right-hand side. In the glen are two tunnels. From it the line emerges on to the flat and fertile strath of the Earn, passing **Bridge of Earn** Junction and then, after crossing the river, joining the Caledonian route *viâ* Stirling a little short of the tunnel under Moncrieff Hill. Perth Station is one mile beyond the tunnel; approaching it, we pass the *South Inch* on the right.

(b) By **Stirling**. The most interesting objects on this route are (12 m.), *Niddry Castle*—a momentary glimpse on the right—in which Queen Mary spent her first night after escaping from Loch Leven; **Linlithgow** (18) with a fine view of its palace and church on the right; **Bannockburn** (34), the battlefield of which is out of sight, on the left; **Stirling** (36), with its rock, castle, and bridges, close by on the left after quitting the station; the huge but handsome *Wallace Monument* and **Bridge of Allan** (38½)—one of Scotland's chief inland spas—on the right; *Dunblane Cathedral* (40½), on the same side, and the southern outliers of the Grampians, dominated by Ben Vorlich and Stuc-a-chroin, far away on the left.

Glasgow (Buchanan St.) to Perth. This line joins the Edinburgh route at Larbert, 8 miles short of Stirling.

Perth (*ref.-rms.* at station; *Station Hotel*, adjoining; bed and att., from 4s.; table-d'hôte bkfst., 3s.; din., 5s. *Royal British*, close at hand) lies to the right of the line on the flat strath of the Tay, sheltered on the south and east by Moncrieff and Kinnoull Hills. The view of the *Inches* and the Perth Bridge, with the grand sweep of the Tay below it, are well worthy of attention. Visitors staying a few hours should visit Kinnoull Hill; 1 hr. from station (*see "Scotland, Part I."*).

Perth to Inverness, 118 m. The first object of interest beyond Perth is **Scone Palace**, on the right-hand side, about 2 miles on the way. The present mansion is modern and castellated. It is occupied by Lord Mansfield. In the old Abbey of Scone, occupying pretty much the same site, the Scottish kings were crowned, from Kenneth II. to James VI. Charles II. was also crowned here two years after his father's execution. The famous *Coronation Stone*, however, which had been brought here from Dunstaffnage, near Oban, was removed to Westminster by Edward I., and the old Coronation Hall has been supplanted by a long gallery.

At **Stanley Junction**, 7 miles from Perth, the Highland railway proper commences, the previous part of the route having been over the main line of the Caledonian Company to Aberdeen. The fertile plain of *Strathmore*, rich in corn-crops, extends on the right between the Sidlaw Hills, which separate it from Dundee, and the southern spurs of the Grampians. Over the latter, Mount Blair is visible in the north. It rises between Glen Shee and Glen Isla. Near the next station, *Murthly*, the valley narrows, and the sylvan hill scenery, which lasts, with little break, as far as Blair Atholl, commences. A large building on the right beyond the station is *Murthly Lunatic Asylum*, and on the same side is *Murthly Castle*, visible through an avenue of trees. Then comes a tunnel, beyond which and a cutting we overlook the beautiful basin in which, almost hidden by trees, lie (16 m.) **Birnam** and **Dunkeld**. The features are not unlike those of Matlock, but here the scenery is of a grander and more decided character. The Tay, not spoilt by artificial weirs as the Derwent is at Matlock, flows in a majestic stream through a green richly cultivated valley, enclosed on all sides by hills and cliffs, which have scarcely space to disclose their rocky abruptness for their covering of fir and other trees from base to summit. Chief of them is *Craig-y-Barns*, rising directly behind Dunkeld, while to the left of the station a more gradual slope leads to the top of the famous *Birnam Hill*. Beyond Dunkeld the railway goes through a charming little pass, in which it crosses the *Bran*, just above its confluence with the Tay. On the right, across the Tay, are the beautiful grounds of the Duke of Atholl. Then the valley widens, and on the hill-side to the right, opposite *Dalguise* (20 m.), the model farm-buildings of the dowager Duchess of Atholl—*St. Colmes*—are seen. Next we come to **Ballinluig** (24 m., *ref.-rm.*), the junction for Aberfeldy, the branch to which town diverges left up the main Tay valley. Our way onward is alongside the beautiful Tummel, which joins the Tay close by. The combined streams carry more water to the sea than any other river in Britain. On the spur of the hill between the two stands a monument to the late Duke of Atholl.

Four miles further, after passing on the right the *Atholl Hydro*, we come to (28½ m.) **Pitlochry**, where the richest part of the Tummel valley is entered. The finely-shaped mountain behind the village is Ben Vrackie. The gardens of the hotel to the right of the station make a great show.

Beyond Pitlochry the railway passes to the right of the house and woods of *Faskally*, below which the Tummel and the Garry unite their waters, the former descending from the wild moor of Rannoch in the far west, and the latter issuing from the narrow defile which we are about to enter. The woods greatly obstruct the view from the line, and the traveller must make the best and promptest use of his eyes (left side of carriage), if he wishes to obtain any idea of the peculiar beauty of—

The Pass of Killiecrankie. This glen, famous alike physically and historically, is about a mile long and nearly straight. The railway climbs along its eastern slope, some way above the stream. On both sides the hills rise steeply and are clothed with wood from head to foot. Just before emerging on to the more open ground at the upper end of the pass, we cross a handsome viaduct and enjoy for a few seconds a full length view down it. Then a short tunnel takes us to *Killiecrankie Station*, a little way beyond which, on the right-hand side, is the battlefield where the great Claverhouse won his last victory and his death. Hereabouts the valley widens, and in another 2 miles we reach (35 m.)—

Blair Atholl (*Atholl Arms*, at station, convenient for breaking the long journey), which lies rather at the transition stage of the scenery, from the rich and sylvan to the wild and barren. All tendency to natural bleakness, however, has been removed by the work of the planter and cultivator.

The village is a very small one, and its most prominent part, as seen from the railway, is the beautifully wooded park in the midst of which the *Castle* peers above the trees on the right.

Four miles beyond Blair Atholl the burn descending from the *Falls of Bruar*, not seen from the line, is crossed. Approaching *Struan* (40 m.; good river-views), we gain a view of *Schiehallion*, over a wide depression in the nearer hills on the left. Then the railway runs up the valley of the Garry, close to the stream, as far as its source in *Loch Garry*. The bed of the river consists entirely of slaty rocks lying at a sharp angle, and the lively racket of the water pouring over them is a pleasant relief to an otherwise dreary scene. This part of the line has just been doubled.

The depression in the Grampian range, to which we are now rising, is called **Drumochter** (*Druim-Uachdar*, "the upper ridge"). It is to the Highlands of Scotland what Dunmail Raise is to English Lakeland—the only practical highway between the north and south sides of the main mountain-range. Opposite Loch Garry is *Dalnaspidal Station*. The word, signifying the "place of entertainment," is a relic of the old coaching days, this being one of the change houses. Before reaching *Dalwhinnie* (59 m.) the top of the pass is gained at an altitude of nearly 1,500 feet, the highest point reached by any railway in Great Britain. The mountains rise steeply on both sides of the line, and are both bleak and bare. Two of them, on the left hand, at the summit of the pass, are called the *Boar of Badenoch* and the *Atholl Sow*.

In the great snow-storm of March 1881 the drifts at Dalwhinnie Station were measured to a depth of 30 feet, and a little way south thereof a score or so of passengers were all but embedded for as many hours.

Opposite to Dalwhinnie we get a glimpse of **Loch Ericht**, a narrow lake, 15 miles long and closely hemmed in by steep and bare mountains. It is the highest of all the Scotch lakes of any size, and, perhaps, the most desolate. *Salmo ferax* here has its special home.

From Dalwhinnie the line descends *Glen Truim* for 10 miles to *Newtonmore*, a little short of which the main valley of the Spey converges on the left, and the scenery assumes a more civilized aspect. Beside the river comes the road from Fort William, joining the rail at *Kingussie*, 3 miles beyond *Newtonmore*. Here a halt of five minutes is made for refreshment. The platform is something like 400 yards long.

Kingussie (72 m.; pron. *Kingyewsie*, from its Gaelic meaning, "the head of the pine wood") is a considerable village for this part of the world. It owes its popularity mainly to the healthiness of the climate.

A few miles beyond *Kingussie* we pass, on the right hand, *Loch Insh*, a smiling sheet of water, with low level shores prettily wooded. Then come *Loch Alvie*, on the left and, opposite to it, the *Hill of Kinrara*,—a wooded knoll intervening between us and the Spey, and crowned by the *Duke of Gordon's Monument*. Behind it, on the far side of the river, is the lovely little *Loch-an-Eilean* ("Loch of the Island"), a secluded and little-visited sheet of water, which the leisurely tourist will find pleasure in halting for a while to explore.

Then, as we approach **Aviemore** (83½ m.), the giants of the Eastern Grampians, which have for some time been looming in the distance, assume more definite shapes on the right hand. The most prominent of them, taken from south to north, are the *Sgoran Dubh*, *Braeriach*, and the *Cairn Gorm*. Between and behind the two latter the level summit of *Ben Muich Dhui* may be descried. These heights are all more than 4,000 feet above the sea-level, and together constitute the loftiest group of mountains in the kingdom. As, however, the part of the Spey valley which we are now traversing is itself 700 feet up, and there is a considerable breadth of strath for a foreground, they do not present so imposing an appearance as many others of less elevation—notably those which rise with unbroken steepness from the sea on the west coast.

A deep V-shaped depression between *Braeriach* and a southern projection of *Cairn Gorm* is seen on the right. Through it goes the *Larig Pass* to *Braemar*. Patches of snow may generally be discerned in the hollows of the *Cairn Gorms* throughout the summer. Between them and *Aviemore* the wide *Forest of Rothiemurchus* extends; its timber consists principally of aged pine. *Aviemore* station is opposite the middle of it. A beautifully placed hotel was opened here in 1901.

Aviemore to Inverness, by the old line, $60\frac{1}{2}$ m.

Boat of Garten (for *Speyside line*, p. 41), $5\frac{1}{2}$ m.; *Grantown*, 13; *Forres* (ref.-rms.; *junc. for Elgin*, 13 m., and *Keith*, 31, see p. 37); *Nairn*, $45\frac{1}{2}$, *Inverness*, $60\frac{1}{2}$.

This line continues along Strathspey more or less close to the river to **Grantown** (p. 43), behind which it climbs a wooded glen at the foot of which (r.) is *Castle Grant* (Lady Seafield) to the bleak moor of **Dava** ($21\frac{1}{2}$ m., 1,000 ft.), whence by a long winding descent it drops to sea-level at *Forres*, affording in clear weather a splendid view across the Moray Firth, to the Ord of Caithness, the pyramid of Morven, and the long hog's back of Ben Wyvis. For **Forres** and thence to **Inverness**, see pp. 45, 51.

From Aviemore the new line strikes off to the left and crosses from the pine-clad hills of the Spey valley to the Findhorn and Strathnairn. At first the graceful peak of Ben Rinnes is conspicuous in the N.E. Beyond **Carr Bridge** (90 m. from Perth) there is a sudden transition to wild treelessness. A viaduct 400 feet high takes the line to the Slochd-mor pass ($1,323$ ft.; 650 above Aviemore; fine retrospect of the Cairn Gorms), beyond which it drops to the Findhorn at **Tomatin** (99 m.; *Freeburn Inn*) crossing the river in a very picturesque spot by a viaduct 445 yards long and 140 feet above the stream. Woods have now reappeared. Just opposite the next station, **Moy** (103 m.) is the entrance gateway to *Moy Hall* (seat of the Mackintosh), a splendid mansion at the north end of Loch Moy. Three miles further, as we round the shoulder of *Meal-mor* and descend to the Nairn valley from **Daviot** (107 m.), a splendid view across the Moray Firth extending from Ben Wyvis to the pyramidal Morven and the Ord of Caithness, breaks upon the eye. Then we sweep round **Culloden Moor** (station, 112 m.), just beyond the magnificent viaduct over the Nairn (29 arches, 495 yards long, 130 ft. above the river.)

The Cumberland Stone (p. 57) is by the road-side nearly a mile left of the station.

Thence through the woods of Culloden into **Inverness**, crossing and joining the old line close by the station.

Edinburgh or Glasgow to Aberdeen.

There are three routes between Edinburgh and Aberdeen—two by rail and one by sea. They may be summarised as follows:—

	Miles.	Hours.	No. of trains.
(a) By Forth and Tay Bridges (N.B.)	$130\frac{1}{2}$	3 to $4\frac{1}{4}$	abt. 8
(b) „ Stirling and Perth (Cal.)	159	$3\frac{3}{4}$ to $4\frac{3}{4}$	„ 6
(c) „ Steamer from Leith	100	7	4 days a wk.

From **Glasgow to Aberdeen** the shortest route is the Caledonian by Stirling and Perth: $152\frac{1}{2}$ m.; $3\frac{1}{4}$ to $4\frac{1}{2}$ hrs.; *abt. 7 trains a day*. The North British Co. run a through service by the Forth Bridge, 158 m.; $3\frac{3}{4}$ to $4\frac{3}{4}$ hrs.; *abt. 6 trains a day*.

(a) By the **Bridges**. (The Glasgow line comes in at Dalmeny, $\frac{1}{2}$ m. short of the Forth Bridge.)

From Edinburgh the route is the same as that to Perth as far as Inverkeithing (13 m., p. 2), where it strikes off to the right and hugs the shore more or less closely past several small stations, of

which the chief are *Burntisland* (20 m.) and *Kirkcaldy* (26), as far as *Dysart* (28), whence it goes inland past *Thornton Junction* (31), *Ladybank Junction* (39), *Cupar* (45), and *Leuchars Junc.* (51, Norman little church of Leuchars seen on the right) to *St. Fort* (55), where it enters the

Tay Bridge, an iron lattice structure more than 2 miles long, with 13 spans of 250 feet each, 77 feet above the tideway, and 85 piers—9 of brickwork, the rest of cast-iron cylinders. Approaching Dundee the bridge makes a bold curve to the right.

The *original Tay Bridge* was destroyed in the fearful hurricane of Sunday, Dec. 28, 1879. Among the relics of the ill-fated train which went down with it was the door of a first-class carriage picked up some months after off the coast of Norway; reminding one of the case of Elizabeth Mowat, who drifted in an oarless and foodless boat from Shetland to Aalesund in Norway, and lived many years to tell the tale.

At **Dundee** (*Tay Bridge Station*; *ref.-rms.*) a halt of from 5 to 15 minutes is made. Then we proceed by tunnel from the west to the east end of the town, and on by the coast to (76 m.) **Arbroath**, crossing on the way a sandy promontory at the apex of which is the *Buddon Ness Lighthouse*. On the way, about Carnoustie, we may detect, 14 miles out to sea, the top of the lighthouse which has superseded the bell on the *Inchcape Rock*. The column on the left is to the memory of the first Lord Panmure.

Beyond Arbroath station we pass on the right the fine old abbey, and then, after going inland for some miles, the line rises to high ground. *Red Castle*, a fortress of William the Lion, is conspicuous, and there is a fine prospect over Lunan Bay, at the south horn of which the cliffs rise finely to *Red Head*. Approaching (90 m.) **Montrose** the estuary of the South Esk is crossed, and the graceful spire of the Parish Church is a feature in a scene of great picturesqueness. The town has little to detain the visitor. Beyond it we cross the Montrose branch of the Caledonian, and a little further join the main line of that Company near *Hillside* (92 m.). For the rest of the way see p. 8.

(b) By **Stirling** and **Perth**. As far as Stanley Junction, 7 m. beyond Perth, the routes from both Edinburgh and Glasgow are identical with those to Inverness, described on p. 3. Three miles beyond Stanley we cross the Tay close to the confluence of the Isla with it. The modern mansion of *Ballathy* is conspicuous on the right. Then the *Sidlaw Hills* come into view on the same side. Their highest point, *King's Seat* (1,235 ft.), is a peak, and the second summit to the right of it, somewhat isolated, is the *Hill of Dunsinane*. From *Coupar Angus* (15½ m.) and *Alyth Junction* (20 m.) the branches to Blairgowrie and Alyth respectively strike off. Beyond the latter the ruined tower on *Kilpurney Hill* (1,134 ft.) is a conspicuous object. The country through which we are now passing, *Strathmore*, the "big valley," is a rich agricultural district. Beyond *Glamis* ("Glaams;" 27 m.) the pine-woods in which is Glamis Castle are passed on the right, and then (33 m.) we come to **Forfar**, a flourishing little

town of no interest to the tourist. A mile beyond it the tower and short spire of *Restennet Priory*, a 13th century foundation, rise from a fir-planting on the right. *Rescobie Loch* and (39 m.) *Guthrie*, the junction for Arbroath, follow, and, 5 miles further, the towers of *Kinnaird Castle*, the splendid modern seat of the Earl of Southesk, are well seen on the left. Approaching (47½ m.) *Bridge of Dun*, junction for Brechin, we cross the *South Esk*, whose wide lake-like estuary with the spire of Montrose church behind it make an effective picture. *Dubton* (50½ m.) is the junction for Montrose, and a little further we pass, on the left, the *County Lunatic Asylum*. At Hillside, just beyond Dubton, the North British route (p. 7) from Edinburgh converges. The line then turns inland and crosses the *North Esk*. From about *Laurencekirk* (59 m.) we have a wide view on the left extending to the Eastern Grampians, while on the right is *Garvock Hill*, crowned by a tower. Ascending alongside the Bervie Water to *Drumlithie* (67 m.) we trend seaward again along the *Carron Water*, a very pretty bit, to (73½ m.) *Stonehaven*. The town and bay are seen to great advantage from about a mile beyond the former, and as we ascend, *Dunnottar Castle*, 2 miles south of the tower, is seen perched on a high cliff. Hence to Aberdeen the line keeps near the edge of the cliffs affording a fine sea-view, the rocky coast being broken by numerous little gullies. *Findon*, famous for "Finnan Haddies," is on the right, beyond (81 m.) *Portlethen*. Then, when the *Girdleness Lighthouse* comes into view, we sweep round to the left, cross the Dee just short of *Ferryhill*, the junction with the Ballater line, and enter **Aberdeen Station**.

Edinburgh (Leith) to Aberdeen, Wick, and Thurso (by sea).

This service is performed by the N. of Scotland, Orkney & Shetland Steamship Company.

Leith to Aberdeen, 100 m., 7 hrs.; Wick, 210 m., 18 hrs.; Thurso, 250 m.

Fares: Leith to Aberdeen, 7s.; Wick, 18s.; Aberdeen to Wick, 12s. 2nd Cabin at half-price or less. Return tickets, available for three months, one fare and a half.

Days of Sailing from M. to F. mornings. See advertisement.

The *Albert Dock*, at **Leith**, whence the steamers start, is about 2½ miles from the Waverley Station at Edinburgh. Of the *railways*, the North British, starting from the Waverley Station, takes passengers to within half a mile of it; the Caledonian, starting from the west end of Princes Street, to within three-quarters of a mile; and the trams to within one quarter. The best plan, however, is to take a cab to the dock itself.

Route. Leaving the dock, we sail for more than half a mile between the east and west pier, and then turn eastwards into the open firth, obtaining a fine view over Edinburgh, with Arthur's Seat to the left of the town and the Pentland Hills in the background. Passing on the left the fortified islet of *Inchkeith*, with its conspicuous lighthouse, we soon obtain a good view of the *Lomond Hills* of Fife, a low range emphasized by twin peaks which rise like watch-towers. Southwards the prominent triangular hill is *North Berwick Law*, overlooking the popular watering-place of

North Berwick, beyond which the *Bass Rock*, a great breeding-place of the solan goose, rears its sheer and lofty eastern front. Then, after a long hour's sail, we draw near the Fife shore at the east end of *Largo Bay*, from the centre of which rises the town of *Largo*—birthplace of Alexander Selkirk, the original of Robinson Crusoe. Behind it *Largo Law* rises to a height of 965 feet. Beyond the bay we sail close in and have a good view of the fishing towns of *Elie*, *St. Monance*, *Pittenweem*, and *Anstruther*, closely-packed, red-roofed, and rising directly from the water's edge. Behind them the country is green and well wooded. *Anstruther* is distinguished by a prominent clock-tower.

Our course now lies between the rocky islet of *May*, with its double lighthouse, and *Fife Ness*, the most easterly point between the Forth and the Tay. As we turn due North for Aberdeen, the shore again recedes, and only a distant view is obtained of the towers of *St. Andrews*. Beyond the latter town are the Ochil Hills, and, over the narrow entrance to the Firth of Tay, the Sidlaws. Close at hand, on the right, we pass the *Inchcape Rock*, immortalized by Southey, and now surmounted by a lighthouse in place of the bell which the pious Abbot of Aberbrothock is said to have placed there.

The base of this Lighthouse is 10 feet below high water, the light being a revolving flash every minute, white and red in turn, and visible for 15 miles.

A few miles further north we discern Aberbrothock itself, or **Arbroath**, as it is now called. The cliff-bound country north of this, culminating in **Red Head** (267 ft.), is the scene of the "Antiquary." Arbroath is usually identified with "Fairport," the village of Auchmithie with "Mussel Craig," and Red Head itself with the precipice on which Sir Arthur Wardour and the fair Isabel were rescued from the furious sea below by the intrepidity of Lovel and the "blue-gown," Edie Ochiltree, and from which the novelist gives us such a splendid description of the sun setting—"amid an accumulation of towering clouds assembled on all sides like misfortunes and disasters around a sinking empire and a falling monarch"—in the east! A dozen miles north of Arbroath the lofty spire which makes **Montrose** conspicuous for league upon league of surrounding sea and land, rises at right angles to our course.

Beyond Montrose we may trace the pretty little *Finella Burn* by its line of trees a little short of *Johnshaven*, which lines the shore in front of the tower on Garvock Hill. Then **Bervie** may be recognized by its church-tower at the mouth of a pleasant dell, with the outlying Grampian summit, Mount Battock (2505 ft.) in the far distance. North of Bervie the shore is pierced by caves as far as **Dunnottar Castle**, the appearance of which is disappointing, as the ruins do not rise above the sky-line of the cliff behind them. The place is historically interesting as having been an asylum for the regalia of Scotland during the time of the Commonwealth. So faithfully were these most venerable emblems

of Scottish independence preserved, that even the soldiers of Cromwell failed to lay hands upon them when they attacked and took the stronghold in which they had been deposited. The minister's wife (so the story goes) bore them away—the crown in her lap, and the sceptre under the semblance of a distaff—through the midst of the outwitted besiegers on the eve of the capitulation, and buried them under the pulpit of a neighbouring parish church, where they hibernated until the days of the Restoration. Even then their change of abode was scarcely a change for the better, inasmuch as they spent the whole of the eighteenth century in an oak chest in a deserted chamber of Edinburgh Castle, and it was only the patriotic energy of Sir Walter Scott which at last succeeded in unearthing them and restoring them to the light of day, and to that popular veneration which their long and eventful history so well merits.

After the Restoration Dunnottar Castle became for a while a prison-house for Covenanters, who were confined in a chamber overlooking the sea. Many of them died from the cruel treatment they received, or in making desperate attempts to escape—facts of which the *Martyrs' Memorial* in Dunnottar churchyard is an abiding witness.

North of Dunnottar, past reminiscences quickly give place to present realities. The yellow sands and the fishing-boats of **Stonehaven** suggest the bathing facilities and the herrings for which the capital of Kincardineshire is noted. Behind the town the country is pleasantly wooded, and the round back of Kerloch (1,700 ft.) is seen in the distance. Northwards the coast resumes its rocky character, and amid a number of small villages is *Findon*, known the world over for the "haddies" to which it has given its name. Then, as we double the promontory of *Girdle Ness*, made conspicuous at night by its lighthouse, **Aberdeen** comes into view all at once. Its harbour only admits vessels for about 3 hours on each side of the "flow," so we may have to wait a little time before we are signalled in.

For Aberdeen, see p. 22.

Wick, 110 m.; **Thurso**, 150 m.

The course is along the long level coast of Aberdeenshire to Kinnaird's Head, in itself an insignificant promontory. The most notable objects are the new *Cruden Bay Hotel*, and, just beyond it, *Slain's New Castle*; the *Bullers* (Boilers) of *Buchan*, hardly seen; the monument on *Meethill* (p. 30), and the fishing towns of Peterhead and Fraserburgh, with their forests of masts when the fishing-boats are in. Then we cross the "open" to **Wick**, beyond which it is an interesting sail round *Duncansbay* and *Dunnet Heads* through the Pentland Firth to **Thurso**.

Glasgow and Oban to Inverness and Gairloch.

We shall not attempt in this volume to give anything more than a summary of the routes between Glasgow and Oban, all of which

are described in detail in our "Highlands, Part I.," whence we extract the subjoined table.

GLASGOW TO OBAN.

		Rail Stmr. Cch.			Ttl.	Time*	Fares*			
		m.	m.	m.			s.	d.	s.	d.
(a)	By Stirling and Callander	—	116	—	116	41 to 48	13	2	to 7	4½
(b)	„ Loch Lomond and Crianlarich	62	22	9	93	5¼, 7	17	0	„	10 6
(c)	„ Kyles of Bute and Crinan Canal	22	93	—	115	8½	13	0	„	7 6
(d)	„ „ „ „ Loch Awe	44	74	16	134	10	17	6	„	13 0
(e)	„ Mull of Kintyre	—	22	150	—	17	14	0	0	
(f)	„ West H'land and Cal. R'ways	100	—	—	100	varies	13	2	„	7 4½

* Approximate.

Changes. (a) None.

(b) Train to steamer at Balloch; steamer to coach at Ardlui; coach to train at Crianlarich.

(c) Steamer through to Ardrishaig, or train to steamer at Greenock or Gourrock; sea-steamer to canal-steamer at Ardrishaig; canal steamer to sea-steamer at Crinan.

(d) Steamer through to Ardrishaig, or train to steamer at Greenock or Gourrock; steamer to coach at Ardrishaig; coach to steamer at Ford; steamer to train at Lochawe.

(e) Train to steamer at Greenock.

(f) N.B. to Cal. Railway at Crianlarich.

* * Of these routes *c*, *d*, and *e* are the only ones by which passengers are booked through to Gairloch and Inverness. Nos. *c* and *d* proceed to Gairloch 3 times a week, and *e* once a week. In all cases except *e* passengers to Gairloch stay a night at Oban, and those to Inverness at Oban, Ballachulish, Ardgour, Fort William, or Banavie.

Up to June (*e*) is usually the only route between Oban and Gairloch, except the one by Inverness; thence rail to Achnasheen and coach to Gairloch.

* * A new route, unsurpassed for beauty in the Highlands, from **Glasgow** to **Inverness** is by the *West Highland Railway* to **Banavie**, and thence by steamer. The distance from Glasgow to Banavie is about 120 miles. The line passes from Helensburgh, high up above the shores of the Gareloch and Loch Long to *Tarbet*; thence along Loch Lomond and through Glen Falloch to *Crianlarich*, where it crosses the Callander and Oban line; whence its course is by *Bridge of Orchy*; across the "black" *Moor of Rannoch*; alongside *Loch Treig* into the valley which is threaded by the road from Kingussie to Fort William. The scenery is grand and varied. *Full description* in "Scotland I." Or you may go direct from Glasgow or Edinburgh to the terminus of the "West Highland" at Mallaig, 40 miles beyond Banavie, and there join MacBrayne's steamer to Skye and Gairloch—perhaps the loveliest route in Scotland.

Oban to Gairloch.

Oban to Tobermory (Island of Mull), 28 m.; Mallaig, 55; Glenelg, 85; Balmacara, 90; Kyle of Lochalsh, 93; Kyle Akin, 93½; Broadford, 100; Portree, 120; Gairloch, 150.

Fares :—*Oban to Gairloch: Cabin, 25s., Ret., 37s. 6d.; Steerage, 15s., Ret. 22s. 6d.*

The steamer leaves Oban 3 days a week (*Tu., Th., Sat.*) about 7 a.m., and reaches Gairloch in about 11 hours.

Once a week the "Claymore," which leaves Greenock about 6 o'clock on Thursday afternoon, and Oban about 8 o'clock the following morning, calls at Gairloch on Saturday morning. The cabin fare is 21s.

On Saturdays during July and August passengers may probably change into the railway-boat at Kyle of Lochalsh, and proceed to Lochinver, returning on Monday. Ret. fare from Oban, 37s. 6d.

Leaving Oban we sail by the *Dog-stone* and *Dunollie Castle* on the right, and then, passing between *Kerrera*, on which is the *Hutcheson Obelisk*, and the green *Maiden Isle*, we make straight across Loch Linnhe. Behind us, at the entrance to Loch Etive, is *Dunstaffnage Castle*, and in the distance rise the twin peaks of Ben Cruachan, the one almost obscuring the other, while, as we proceed, we may notice, considerably to the left of Ben Cruachan, a pinnacled peak. This is one of the *Buchaille Etives*, the "Shepherds of Glencoe." A glimpse of Ben Nevis may now be caught. A little square-topped hill in Morven on our right front is the *Table of Lorne*. Then we pass between the lighthouse at the south end of the long low island of *Lismore* and the *Lady's Rock*, covered at high-water, a circumstance of which a member of the Maclean clan availed himself, some three and a half centuries ago, in order to get rid of his wife. The lady, however, was rescued, and her would-be murderer was assassinated by her brother. The residence of this loving pair was *Duart Castle*, a square tower on a small promontory of Mull, which we pass a little beyond the rock.

On Duart Point is a **Beacon Light**, in memory of William Black, the novelist.

We now enter the **Sound of Mull**, losing sight of Ben Nevis when Loch Linnhe disappears behind the hills of *Morven* on the right. Our first call is at *Craignure*, whence we cross to Loch Aline, passing on the way the ruin of *Ardtornish Castle*. Here the Lords of the Isles held of old their "parliaments," and, according to Sir Walter Scott, their festive gatherings.

On the hills above Ardtornish, some basalt cliffs fringed with wood vary the characteristic monotony of the coast scenery in this part of the Sound, and a little further on, just short of the pier, there is a charming but *momentary* peep up *Loch Aline*, an ancient and a modern castle, the latter with a campanile, being seen at the far end of the lake.

The next stopping-place to Loch Aline is *Salen*, in the island of **Mull**. This island is almost entirely mountain and pasture, and

has but little wood or rock in its interior to relieve the universal greenness, a peculiarity which is also encouraged by a very heavy rainfall. Mull has its *Ben More*, 3,169 feet high, and visible over the valley behind Salen, but the conical *Ben Talla* is the most prominent hill.

A little hill that rises above the moorland of Morven is called "She-an" (*Silthan*). It was a favourite resort of Norman Macleod, whose ancestors once resided at *Fuinury*, on the shore, almost opposite Salen, and the original of his "Manse in the Highlands."

Aros Castle, another stronghold of the Lords of the Isles, rises just beyond Salen, and six miles or so further, passing a small island, we enter *Tobermory Harbour*, where the mixed boats require the best part of an hour to take off and on cargo. The fast ones only stay long enough to land and pick up passengers.

Tobermory ("The Well of Mary"), the capital of Mull, lines the western side of the bay on which it stands. There is nothing calling for special comment in the village itself, but the bay, forming a kind of semicircle, and fringed with trees which reach the top of the hills all round, has a very pleasing appearance, and is almost Devonian in character. On its far side is *Aros House*, with a charming waterfall. There is another fall just behind the town, and a modern suburb has sprung up on the hill-side above the town. It is only by the mixed boats ("Claymore," *Fri.*, and "Clansman," *Tu.*) that there is time to inspect this interesting locality. (*Hotel, Mishnish.*)

Quitting Tobermory, we pass *Ru-na-gal* lighthouse on the left, and the entrance to *Loch Sunart* on the right. The breeze very likely freshens and the sea becomes more frisky as we look ahead to the open Atlantic. To the left, high up on the bleak moorland, and "four square to every wind that blows," is a modern residence, *Glengorm House*; on the right *Ben Hiant* (1,729 ft.) and *Mingary Castle*; behind, *Ben Resipol* (2,774 ft.). Then, as we issue from the Sound, *Ardnamurchan Lighthouse*, occupying the most westerly and perhaps the most exposed rock of Scotland, stands out to sea. As we round this point, an entirely fresh prospect opens before us, which, with the gracious permission of Father Neptune, not always accorded, we shall not be slow to appreciate. Due north, and almost close at hand, rises the low and level island of *Muich*; to the right of it *Eigg*, with its basaltic *Scuir* ending in a precipice at its eastern extremity. Over and beyond *Muich* and to the left of *Eigg* are the mountains of *Rum*, characterized by a peaked outline, and filling up the gap between them and *Eigg* the *Coolins* of Skye are plainly visible. To the right is a succession of mainland heights. About here the finest part of the voyage commences. The relative position of the islands is constantly changing, and is of course additionally subject to the course taken by the particular steamer on which we are travelling. On some days the course is direct to *Eigg*; on others to **Mallaig**, the terminus of the West Highland (N.B.) Railway, where is a new and first-class hotel.

The *Scur of Eigg* (1,272 ft.) is, by reason of its extraordinary shape, the most conspicuous object for miles and miles round. It consists of a mass of basaltic shafts, rising from a steep rocky base. At the north side of the island is a long line of cliff presenting a similar phenomenon, but not attaining so great a height.

Eigg possesses its "chamber of horrors" in the form of a cave near its south-east shore, in which, within the last fifty years, a large number of skeletons might have been seen bleaching. The tale runs that upwards of two centuries ago the Macleods of Skye, having been disappointed in a predatory expedition on to the island, which resulted in their being tied down and sent adrift in their boats, returned in increased numbers to revenge themselves. The inhabitants—Macdonalds by clan—retired to the cave, whither the Macleods having traced them, lighted a huge fire at its entrance, and so suffocated them.

As the shores of Eigg recede, the peaks of Rum and the Coolins become more distinct, and the *Sound of Sleat* (pron. *Slate*) opens in front. The last-named is bounded on the west by the long and almost straight south-eastern shore of Skye, from which rise hills of no great height or variety of outline. The mainland, however, assumes noble proportions, and before the Coolins have disappeared behind the promontory of Sleat, Loch Nevis opens on the right. At the entrance to it is *Mallaig* (p. 13). **Loch Nevis**—or the "loch of Heaven"—is so called to distinguish it from its next neighbour, **Loch Hourn**, the "loch of Hell." It is certainly the more cheerful loch of the two, but the difference in scenery by no means corresponds with that suggested by the two names. Both are grand specimens of west-coast scenery, and they are marked by similar characteristics—lofty dark mountains descending in abrupt slopes to the water's edge, and mysterious distances through which the eye can only imagine the long inner reaches winding inland between hill-ranges only far enough apart to leave room for the ceaseless ebb and flow of the tide.

Passing Loch Nevis the steamer enters the **Sound of Sleat**, and pays its first respects to Skye at *Armadale*. Here is *Armadale Castle*, the modern seat of the Macdonald family, who share with the Macleods of Dunvegan the distinction of being the chief landed proprietors in the island. Both places are marked by an abundance of wood, very unusual in Skye, and at Armadale the moist warmth of the climate is attested by the luxuriant growth of the fuchsias.

The next place we pass is *Isle Ornsay*, immediately opposite Loch Hourn, a short length only of which lake is visible. *Ben Sreel* (3,196 ft.) rises directly from its northern shore.

From Isle Ornsay the view up Loch Hourn is most impressive. On the Skye side the hills on the left sink and reveal again the Coolin peaks, with *Blaven* prominent at its right. The Sound narrows as we cross it to the bay and strath of **Glenelg**, close to which are the old *Bernera Barracks* in ruins.

At **Kyle Rhea**, just beyond Glenelg, the old Skye Ferry, now little used, crosses the water. Hereabouts the tides, sweeping round the shores of Skye, meet, with a result which makes rowing navigation a difficult if not a dangerous matter for inexperienced hands. Beyond the Kyles the water again expands into **Loch Alsh**, an apparently land-locked lake, on the far side of which we call at **Balmacara**. The scenery all along this part of the voyage is of a very distinct character, and gains considerably in impressiveness, if, as is often the case with the slow steamers, it is first seen in the twilight. There is not so much individual beauty about the mountain amphitheatre, but the rapid changes in the disposition of sea and land, the confusion of island and mainland, and the sudden opening up of unexpected channels, when a minute before we seemed to be sailing into a watery *cul de sac*, give the scene the character of a labyrinth.

From Balmacara the steamer turns hard-a-port for **Kyle of Lochalsh**, the terminus of the Skye railway (*Highland Co.'s Hotel*, good, and familiarly known as the "House Boat," close by) on the mainland side of it. This has become quite a busy place. At it we change for Inverness, by rail, or Stornoway by mail-boat. From it we cross the strait connecting Loch Alsh with the wider waters north of it, between Skye and the mainland.

The *Monument* on the north shore of Loch Alsh, W. of Balmacara, was put up by Sir Roderick Murchison in honour of his ancestor, Donald Murchison, who for ten years collected the rents of the proscribed Earl of Seaforth during the stormy period of "the '45."

Only the swift steamers have now the advantage of comprehensive views, as night has always, except in the very long days, fairly closed in by the time the mixed boats reach this part of the voyage. But there is a keen sense of romance about Kyle Akin (*King's Arms*, good), even in the dark. The lighthouse at the extremity of the reefs, which abut from the mainland, presenting in turn its different lights, is an object whose full effect is lost in the daytime; but however much or little visible, Kyle Akin affords one of the most picturesque groupings of natural and artificial objects in Scotland. On a rock to the left of the narrow water-way stand the few stones which constitute the castle—*Castle Moil*, or "Saucy Mary" Castle.

Before the Skye railway came into operation, Kyle Akin and Kyle Rhea were part of the regular routes to Skye. Now they are but little used. Kyle Akin faces the sea.

Between Kyle Akin and Broadford a low belt of dull moorland, relieved by cultivation and crofters' bothies, stretches across Skye, forming a kind of isthmus for the promontory of Sleat. Behind it the *Coolins* again come into view, and few mountains in Scotland display such noble proportions. On the right *Loch Carron* opens with fine effect, displaying, to its north, the mountains of *Applecross*. In front are *Scalpa* and *Raasay*, the latter marked by the table-topped *Duncan* (pron. *Doon-càn*) *Hill*, to the

right of which is seen the *Storr Rock* far away in the north of Skye. **Broadford** (*two good hotels*) is the next stopping-place. Further on, as the boat rounds *Scalpa* (sometimes it goes through the Sound of Scalpa), the *Coolins* again appear, closer, and with their bold rocky features more distinctly displayed. The group of pyramidal heights far away to the south-east are the mountains of Kintail at the far end of Loch Duich—Scour Ouran amongst them. The sea about here is often smooth as ice and steel gray in colour, though on the west side of Scalpa the redness which characterizes the strange-looking heaped-up mountains, spreads itself at times over the water. *Loch Sligachan*, overlooked by Glamaig on the south, opens up as we enter the *Sound of Raasay*, and a splendid retrospect of Blaven and Sgurr-nan-Gilleán is obtained. *Raasay House* occupies a lovely greensward that contrasts finely with the rough, sombre-looking hills behind it. A few miles further we bend sharp round to the left and pass between steep cliffs to the pier of **Portree**. Hotels:—*Royal, Portree*. The capital of Skye looks its best from the sea, especially if the tide be near its flow. At other times there is a wide and slimy extension of the bay on the left hand. To the left of the little town a rocky knoll, prettily wooded, adds greatly to the picturesque appearance of the scene.

The sail from Portree to Gairloch occupies about two hours, and presents fine views on both sides. Issuing from Portree harbour we proceed through the *Sound of Raasay*, with the island of that name on the right, and passing on the opposite side *Prince Charlie's Cave*, close to a thread-like streamlet, and the foot of the *Storr Rock*. Then the low rocky islet of *Rona* is passed on the right, and *Loch Staffin* and the *Quiraing* rocks appear some way further north, on the receding shore of Skye. After passing the light-house at the north end of Rona, the entrance to *Loch Torridon* is seen on the right, but the upper reach of the lake, from which it derives its reputation for scenery, is not visible. The mountains between it and Loch Maree, including the peaks of Ben Alligin, the ridge of Baeishven, and, farther away, the commanding crest of Slioch, present a fine outline. Then, rounding a long promontory which ascends for several miles inland at a gradual and uniform slope, we enter **Gairloch** (the "short lake"). The *hotel* (p. 75) is on the northern shore of the loch, nearly a mile from the landing-stage; conveyances meet the steamer.

Oban to Inverness by the Caledonian Canal.

Oban to Ballachulish, 24 m.; Fort William, 35; Banavie (rail), 38; Fort Augustus, 67; Foyers, 78; Inverness, 98. Fares—Oban to Inverness:—Cabin, 22s.; Ret., 33s.; Steerage, 10s. 6d.; Ret., 16s.

The through steamer leaves Oban daily during June, July, August, and September, about 6 a.m., and reaches Inverness about 5.15 p.m. In the latter part of May and possibly the early part of October there may be a service on alternate days. The steamer from Glasgow leaves Oban about 5 p.m. all through the season, and reaches Banavie about 8 p.m.

This route forms a continuation of the one by the Crinan Canal from Glasgow to Oban. Through tickets are issued from Glasgow to Inverness, *cabin*, 33s. 6d. ; *steerage*, 15s. ; *Ret.* 50s., 22s. 6d. The scenery is good throughout, and in places reaches a very high standard of beauty, though in point of variety and picturesque combination it is distinctly inferior to that on the sea-route from Oban to Skye and Gairloch. The almost undeviating straight line by which the Great Glen of Scotland, as the course of the Caledonian Canal is called, pierces the mountainous country all round it, imparts to the route as a whole a character of sameness, and prevents its best features showing to full advantage. The steamer-track is only four miles longer than the crow's.

The Route. There is an almost statuesque stateliness about **Loch Linnhe** between Oban and Ballachulish. Quitting Oban, we notice the Dog Pillar on the right, and pass close under *Dunollie Castle* on the same side. This is perhaps the most picturesque of the castles which crown almost every tide-washed little rock on the west coast of Scotland. No small share of its beauty is due to the "ivy green" which mantles its walls. Three miles beyond it the more extensive but less picturesque ruins of *Dunstaffnage Castle* are seen occupying a peninsula near to the narrow outlet of *Loch Etive*. Beyond them, 15 miles away, tower the peaks of *Ben Cruachan*. The widest channel of Loch Linnhe is then separated from us by the long, low, and pastoral island of *Lismore* (the "big garden"), composed almost entirely of limestone. Beyond and above the latter rise the hills of *Morven*. On the mainland is the *Lochnell* ("Lake of the Swans") *Observatory*, and on the same side, a little farther on, the entrance to *Loch Creran* is almost hidden by the island of *Eriska*, whereon is the modern *Eriska House*. On Lismore, just opposite this, the rude Scandinavian watch-tower, called *Tirafour Castle*, stands out and, as we proceed, a natural archway—resembling that called the Giant's Leg in Shetland—is seen on the right. Just beyond it we call at **Appin** pier, opposite the end of Lismore, after leaving which, two ruins, *Stalker Castle*—isolated—and *Shuna Castle*, at the south end of the island of the same name, add to the picturesqueness of the scene on the right. Then, as we pass on to the full expanse of the Loch Linnhe, *Ben Nevis*, with its massive top, looking as if it might have had its shoulders worn down by performing the duty of Atlas, comes into view straight ahead. Eastwards the mountains which rise between the basins of Loch Creran and Loch Leven do full justice to their height, and westwards, across Loch Linnhe, there is an almost unbroken chain of lofty summits, presenting their most striking outline just as the steamer, after calling at **Kentallen**—at which the pier connects with the new railway from Oban to Ballachulish—approaches **Ballachulish pier**, a little way up Loch Leven. Some way short of this, *Ardsheal House*, on a wooded tongue of land, enlists our admiration. The mountains of Glencoe, of which the chief is *Bidean-nam-Bian* (3,766 ft.), and the most striking the Pap of Glencoe, now come

into view. The *Ballachulish Hotel* (first-class) is $\frac{3}{4}$ mile beyond the pier. Here the toll, exacted by the landowner, is 3d. There is a smaller hotel, the *Loch Leven* (Temp.), on the north side of the water. The two are separated by a ferry. The word Ballachulish signifies the "town on the strait," and aptly expresses the situation on the narrow entrance to Loch Leven, through which the tide rushes with great impetuosity.

Turning northwards again from Ballachulish we call at *Onich* pier and then, passing through the Corran "Narrows," touch at *Ardgour*, which is beautifully placed on a promontory with a fine shingle beach, and contains a comfortable hotel.

Between Ardgour and Fort William, we pass on the left the wide opening of *Inverscaddle*, in which stands *Conaglen House* (Earl of Morton), at the foot of the Conaglen deer-forest. The next opening on the same side is *Stronchreggan*. Ben Nevis has reappeared on the right, and assumes a more imposing appearance as we draw nearer to it, but it still fails to assert its sovereignty, and what top it has soon disappears behind a minor hill.

Fort William.—This town skirts the shore of Loch Linnhe for more than half a mile. It is well furnished with hotels—*Chevalier* (at the pier), *Station* (above it), etc. *Ref.-rm.* at station. The town owes its name to a fort at its northern end, built in the time of William III. as a menace to Jacobite chieftains, now partly destroyed by the railway. The station and pier adjoin one another and from the former we proceed by train for $2\frac{1}{2}$ miles to **Banavie**, where at the head of Neptune's Staircase we join the Caledonian Canal. The *Banavie Hotel*, first-class, is the most convenient stopping-place for the night. It commands the best view of Ben Nevis.

Here, or at Fort William, passengers by the "West Highland" who wish to proceed by the Canal join the route.

The **Caledonian Canal** was first opened in 1822, after half a century of consideration, and twenty years of construction. The engineer was Telford. In a few years, however, its use was abandoned in consequence of difficulties arising from the imperfect execution of the original plan. Its restoration was commenced in 1843, and it was finally opened in its present condition in 1847. The Great Glen of Scotland, through which it runs, consists of a chain of lakes, Loch Ness, Loch Oich, and Loch Lochy, connected by shallow streams, and to render it available for purposes of navigation these lakes had to be united by artificial channels measuring altogether 23 miles in length. The summit-level of the glen is 100 feet above sea-level—the height of Loch Oich above high-water mark at Corpach—and the distance from Banavie to Inverness is 60 miles.

Leaving Banavie we have a full-length view of Ben Nevis across a level moss, through which the river Lochy flows. On the farther side of it are the old Inverlochy Castle—a bare and square ruin—the Ben Nevis Distillery, and the new Inverlochy Castle, the handsome seat of Lord Abinger. The huge northern precipices of the mountain from this side give it a more imposing aspect than it possesses from other points of view. Streaks of snow may generally be seen lurking in the crevices throughout the summer. In less than 7 miles we reach *Gairlochy Lock*, erst *Loch Lochy*

Lock, a combination of words which issued as uncomfortably from the southerner's lips as the kilt and tartan sit on his body. About here *Glen Spean* converges on the right, and the new railway from Spean Bridge to Fort Augustus comes down it, keeping along Loch Lochy and Loch Oich for the rest of the way.

Loch Lochy, which is here entered, is ten miles long, and is flanked by steep green mountains. A little way up its western side *Loch Arkaig* is connected with it by a stream about a mile in length.

At the upper end of Loch Lochy the *Laggan Locks* are passed, and two miles further, after winding through a beautiful avenue of young larch, the canal widens out into **Loch Oich**. Here we have, perhaps, the most beautiful bit of scenery on the whole canal route,—that of **Invergarry**, on the left hand, half-way up the loch, which is four miles long.

The old **Castle of Invergarry**, whose interior was burnt by the "butcher" Cumberland in 1746, though in itself nothing more than the stereotyped "oblong square shell," is so charmingly situated above the margin of the water on a green and rocky knoll, with a background of rich forest foliage, as to add a special piquancy to what is in all other respects a delightful prospect. Near at hand is the modern mansion of the owner, Mrs. Ellice, and a monument erected by one of its former owners, Macdonell by name, to hand down to posterity the memory of the "ample and summary vengeance"—so runs the inscription—which was inflicted on the murderers of the Keppoch family by the chief of the clan, Lord M'Donell and Aross. The Keppoch family were two brothers, who, on their return from finishing their education in France, were murdered by seven of their kinsmen for the sake of their inheritance. The monument consists of seven stone heads surmounting a pyramid, and the spring beneath it is called *Tobarnan-Ceann*—the "Well of the Heads."

The steamer does not call at Invergarry (*hotel*), but at *Cullochy Lock* (*Aberchalder Station* on the new railway), at the north end of Loch Oich.

This part of the Caledonian Canal abounds in reminiscences of "Prince Charlie." Both before and after the disastrous enterprise which terminated at Culloden, he spent a night at Invergarry Castle; and Aberchalder witnessed the gathering of the forces at the outset of the campaign.

From Cullochy Locks (*Aberchalder*) the descent commences to Loch Ness. The distance is five miles, and during the last two of them there are seven locks, causing a delay of more than an hour, and enabling passengers to walk along the tow-path, if so inclined, and reach Fort Augustus (*Lovat Arms*) well in advance of the steamer.

Fort Augustus is a small village, deriving its name from a fort erected by General Wade after the rebellion of 1715 to overawe the Highlanders, and at which Johnson and Boswell called on their way to Skye in 1773. The Fort has been latterly almost completely swallowed up in a very fine and costly Gothic structure constituting a *Benedictine College and Monastery*, the cost of which has been nearly £150,000. The several parts—College, Monastery, Hospice, and Scriptorium—are connected by Early English cloisters, the work of Pugin, and a baronial tower adds greatly to the general effect. The Refectory is a splendid room. **Hotels**: *Lovat Arms, Chisholm's Temp.*

The *terminal passenger station* of the Spean Bridge and Fort Augustus railway is on the east side of the Canal, but the line is carried on across the locks by a swing bridge some distance alongside the water to the *Pier Station* on Loch Ness.

Loch Ness, which we now enter, is 24 miles long, and from 1 to $1\frac{1}{2}$ wide. Its depth is such as to prevent its ever freezing. It is flanked by mountains throughout, opening up somewhat at its northern end, and richly fringed with wood. There is nothing grand about the character of its scenery and its unbroken straightness robs it of the charm of variety. For all that, it is unquestionably beautiful, and the speed at which the steamer ploughs its waters prevents its sameness from becoming tiresome. About five miles down the lake *Glen Moriston* contributes its waters on the left-hand side. The opening of the glen is richly wooded, and forms one of the most attractive features during the sail. Near the hotel, a mile away, unseen, the river descends abruptly over a picturesque rocky bed.

The mountain on the left, some miles north of Invermoriston, is *Mealfourvonie*, pronounced *Melfoorvony* (2,284 feet), and meaning the "round Hill of the cold upland." It is the crowning summit of the hills immediately enclosing Loch Ness, and is shaped like a dish-cover.

Opposite Mealfourvonie is the sylvan glen containing the **Falls of Foyers**, which, however, are not seen from the steamer. The Aluminium Works and the disfiguring scar in the hill-side above them are seen. The steamer has ceased to allow time to visit them, and the direct path has not been maintained. The gorge in which they occur is unimpaired, but the Falls have all but vanished, unless it be after a "spate." The whole neighbourhood of Foyers is abundantly clothed with fine and varied wood, in the centre of which is the *hotel* (good), 7 minutes' climb from the pier, while the framework of foliage, through which glimpses across the lake are often gained, gives that addition of coquettish variety to the scene which it lacks when beheld from the surface of the lake.

Two miles north of Foyers and on the same side is *Inverfarigaig*, a deep and romantic defile which formed part of the route of Prince Charlie on his flight from Culloden. At its entrance is a "lion-shaped" hill, called the *Black Rock*. The steamer then crosses the loch to the **Temple pier** at **Drumnadrochit** (good hotel, *Drumnadrochit*, $1\frac{1}{4}$ m. inland). As we approach this, we pass perhaps the most picturesque bit on Loch Ness—the fine but fragmentary ruin of *Urquhart Castle*, standing on an almost isolated rock which projects into the lake. It was besieged by Edward I. Behind it is an ample bay receiving the waters of Glen Urquhart.

North of Temple Pier the scenery expands and the hills diminish in height. There is a pier at *Abriachan*, a prettily placed hamlet, 4 miles on the way. Then, passing *Aldouris House*, a fine baronial mansion amongst woods on the right, we reach *Bona Ferry* and enter *Loch Dochfour*, as the northern bay of Loch Ness is called. On its west shore are *Dochfour House*, Italian in style, and an obelisk that marks a burial-ground. The *Dolgarroch Lock*

takes us into the canal again, and, keeping the river Ness on the right, we wind along a well cultivated corn-growing valley (in early summer the banks are aglow with the broom), between the Asylum and the Tom-na-Hurich cemetery, to **Inverness**, landing a little short of the *Muirtown Lock*, which is $1\frac{1}{4}$ miles from the town.
'Buses to Hotels.

For **Inverness** see *p.* 52.

Aberdeen.

Joint Station (Cal., G.N. of S., and N.B. Railway Station), pl. A 4.

Distances:—Edinburgh, 130 m.; Glasgow, 152; Inverness, 108; Manchester, 361; Liverpool, 356; Birmingham, 434; London, 540.

Hotels:—*Palace*, Union St. (in the hands of the G.N. of Scotland Railway Company; also entered by a lift from the far end of the platform. Bed and att. from 4s.; table d'hôte breakfast, 3s.; dinner, 5s.); *Grand*, finely-situated above Union Terrace Gardens, abt. same terms; *Imperial*, a little off Guild St.; *Douglas*, Market St.; *Royal*, Bridge Pl., off Bridge St.; *Waverley*, Guild St.; *Station*, Guild St.; *Forsyth (Temp.)*, Union St.: all within half a mile of station.

Restaurants:—*Hay's Athenæum Café*, Union Buildings (E. end of Union St.); *Queen's*, Union St. (near centre); *Bon Accord*, Market St.; *Exchange*, Exchange St.; *Bridge St. Café*, Bridge St.; *The Grill*, 213 Union St. **Tea-rooms**:—*Mitchell & Muir*, 27 Union St.; *Kennaway*, 173 Union St.; *Richmond*, 3 Correction Wynd. *Alexandra Rooms*, 11A Market St.; *Café Royal*, 19 Broad St.; *Empress Café*, 19 Union St.; *Waterloo Café*, 46 Market St.; *West End Café*, 154A Union St.

P.O.:—Crown St., open 6.45–9; *Sun.* 1–2. Chief del. abt. 6.45 and 8.30 a.m.; desp. 5.50 a.m., 12.40., 3.10, 5, and 7.15 p.m.; *Sun.* 12.40 noon. **Tel. Off.** always open. **Golf Courses**:—*See Introduction, p. xx.*

Public Library and Reading Room: Rosemount Viaduct (pl. C 3), opp. end of Union Terrace. Read.-rm. open 9 a.m.–10 p.m. Refer. Dep. (20,000 vols.) open 11–8 (Wed. 11–1).

Cab Fares:—1s. a mile; 6d. each add. half-mile. By time, 2s.–2s. 6d. an hour.

Electric Cars: *See plan.*

Ch. of Scotland:—*East and West Churches (p. 25), etc.*

Episcopal Churches:—*St. Andrew's*, King St. (pl. B 5); *St. James's*, Union Place (D 1); *St. John's*, St. John's Place (D 4); *St. Mary's*, Carlen Place (C 2); *St. Margaret's*, Seamont Place (B 4); *St. Paul's*, Loch Street (B 1); *St. Clement's*, Prince Regent Street (C 6); *St. Peter's*, Victoria Road (E 7). **R. C.**: *St. Mary's Cath.*, Huntly Street (C 3).

Daily Papers:—*Free Press*, 1d.; *Journal*, 1d.

Theatres:—*His Majesty's*, Union Terrace, N. end (pl. C 3); *The Palace Music Hall*, Bridge Street (C 4).

The **river Dee** is crossed by two **bridges**, besides the railway and a chain bridge—the *Wellington*,* or "*Bridge of Dee*," the oldest bridge in the city, having been originally erected in the 16th century, but since then almost rebuilt in the 18th, and widened in 1842; and the *Victoria Bridge*, which is a continuation of the line of Market Street, $\frac{2}{3}$ mile from Union Street. The latter is a fine granite structure. From its north side a **promenade** extends up the river-side past Duthie Park to the *Allenhead Cemetery*, and from its south side **Girdleness Lighthouse** may be reached in 2 miles.

Parks:—**Duthie Park** (pl. F 3), presented by Miss Duthie, contains memorials to Gordon Highlanders who fell in Indian Frontier Campaign, 1898; Celtic Cross in memory of those (1st battalion of same regiment) who died in Egypt and the Sudan, 1882–4. Also of Miss Duthie, the donor—statue of Hygeia, Goddess of Health; and granite obelisk to Sir James Macgregor, several times Lord Rector of the University—removed from the quadrangle of Marischal College.

Also a *Museum* and *Winter Garden*, **Westburn Park** (pl. B 1), near **Victoria Park**; **Walker Park**, adjacent to Girdleness Lighthouse.

The **Union Terrace Gardens** (pl. C 4) form a beautiful lounge between the G.N.S. Railway and Union Terrace—the finest modern street in Aberdeen, though, like Princes Street, Edinburgh, "it's but half a street."

* The Brig of Balgownie is two centuries older.



- HOTELS**
1. Palace C4
 2. Grand C4
 3. Imperial C4
 4. Douglas C5
 5. Royal C4
 6. Waverley C4
 7. Forsyth (Temp.) C4

Tramways ———

G.P.O. C5



Aberdeen ranks in general importance as the third town in Scotland, its population being over 170,000. It has a large commerce, good docks, and a pier 500 yards long. Aberdeen-built "clippers" were famous all the world over, and the building of trawlers is extensively carried on. The chief inducements to the tourist, however, to halt for a few hours, or a night, on his journey to the Eastern Highlands are the handsomeness of its streets and its educational interest. Like Edinburgh, the town has its distinctly new and its distinctly old parts; up to 1832 they were municipally distinct. A couple of half-day walks will enable the visitor to appreciate both.

For No. 2—the New Town—the circular trip by "tram" (3d., every 15 mins.) may be substituted. The route is by Union Street, Union Terrace, Rosemount Viaduct, Fountainhall Road, Queen's Cross, and Albyn Place. All the places of real interest, however, in modern Aberdeen lie very near the nucleus of the city. There are also trams to Old Aberdeen from Castle Street *via* King Street.

Walk No. 1.—Eastwards to the Links, the Brig o' Balgownie, and back through the "Auld Toon." Quitting any of the hotels or the station (by Guild St. and Market St.), the visitor at once finds himself in **Union Street**. This is the finest thoroughfare in the city, and one of which Aberdonians are justly proud. A glance up and down it is sufficient to make one realize the appropriateness of the title "Granite City" so frequently applied to Aberdeen. It is granite "to the backbone;" the mingled gray and white being so utterly unrelieved by any other shade of colour as to give it, under some aspects, a cold and almost forbidding look. It is nearly a mile long, and proportionately broad, and contains the principal offices, public and private, of the city.

Opposite the end of Market Street—wherein, by the way, is the *New Market*, a spacious building full of characteristic life on market days—is the *Town and County Bank*. Hence, turning eastwards, we pass on the left the **Municipal Buildings**, greatly extended, a fine sample of late Gothic architecture, with a castellated tower surmounted by a graceful spire at its south-west angle. There is a fine panorama from the tower, and inside is a marble statue of Queen Victoria by a native artist.

Farther on *King Street*, also a fine thoroughfare, strikes northwards. This end of Aberdeen's chief thoroughfare is called *Castle Street*, and is even wider than the rest of it. Within its area are the **Cross**, a memorial nearly two centuries old, but thoroughly renovated in 1842, and a *Statue of the last Duke of Gordon*. The former is sculptured with images of the kings of Scotland from James I. to James VII. At the N. end of the Union St. thoroughfare the Salvation Army has its "citadel"—a handsome turreted edifice with a "Blood and Fire" symbol. The view down Union Street from hereabouts is very striking, especially at night.

From the east end of Castle Street we pass by a recently widened thoroughfare into *Park Street* and *Constitution Street*, which lead to the beach. Aberdeen is singularly fortunate in the facilities it possesses for sea-bathing.

There is a fine stretch of firm sand, and the water is entirely free from harbour pollution, Nature having interposed a promontory and Art a pier between those parts of the sea which supply the commercial and hygienic requirements of the population. A fine promenade with **bathing station**, handsome buildings, and a large *swimming-bath*, has been erected. The **promenade** extends a great part of the way from Dee to Don.

There is nothing particular to see from the beach except a long stretch of coast northwards, but it is a pleasant and refreshing walk to the mouth of the *Don*, about $1\frac{1}{2}$ miles distant, and those who want to see something of the Brig of Balgownie and to mark the full contrast between the old and the new town cannot do better than take it. Few natural appearances are stranger than those afforded by the estuaries of some of our important rivers. That of the *Don* is so silted up that at low tide a good athlete could almost jump over it. Perhaps the *Avon* at Bristol is an equally striking example. Taking into account the volume of water which this stream collects from the mountains of Aberdeenshire, and then inspecting the narrow channel through which it flows into the sea, one is sorely puzzled to guess what has become of it all. Inside the sand-banks the channel widens, but the water is a mere black and by no means prepossessing lake. A walk of a few hundred yards along its south side brings us to the *New Bridge of Don*, a handsome five-arched structure, on the other side of which is an inn. The **Auld Brig of Balgownie** is a few minutes' walk higher up the stream, and may be approached by a by-road along the north side of it. It spans the river with a single pointed arch at a considerable elevation, and just where the stream issues from a narrow defile overhung with wood. The water is dark in colour, and by no means unpolluted.

The road back to Aberdeen from this point is through the "**Auld Toon**," a straggling residential suburb of the modern city, by no means unpicturesque, but of as sleepy, dead-alive appearance as the most countrified of English small towns. About half a mile from the "brig" we diverge up a short lane on the right, and enter the shady and secluded precincts of—

St. Machar's Cathedral, a venerable edifice which has seen nearly five hundred summers. Neither the reformers nor Cromwell kept their hands off it, so we need hardly say it retains very few features of interest. Externally it has two battlemented towers surmounted by short spires. The west end is noticeable for its round arch and seven-lighted window. The interior consists of nave and aisles only, and is pervaded by a very dim religious light. It is still used as a parish church.

Proceeding New Aberdeenwards, we reach in a few hundred yards **King's College**, founded in 1495. This, in conjunction with Marischal College, constitutes **Aberdeen University**. It consists of a quadrangle surrounded by collegiate buildings, whereof the most remarkable is the *Chapel*, which contains some beautifully carved woodwork, and the *Library*, a modern wing with a well-chosen and well-kept collection of standard works. Externally

the building is recognizable by its handsome lantern spire, topped by a sculptured crown.

From King's College to its associated abode of learning, Marischal College, the distance is a long mile. The connecting thoroughfare is narrow and uninteresting. The first part of it is called *College Bounds*; a small portion *Spittal*, a name derived from the old Leper Hospital once situated in the hollow. The *Gallowgate* of Aberdeen can certainly not compare with the Cowgate of Edinburgh, but those who confine their wanderings to the modern parts of either Edinburgh or Aberdeen go away without a smack of the real flavour of those cities.

Marischal College (built 1837-41), the largest granite building in the world, is in *Broad Street*, and is entered by a handsome gateway as soon as we leave the Gallowgate. It forms a square and is surmounted by a tower. The present buildings are over sixty years old.

Extensive additions have been made to this College, mainly through the generosity of Mr. Charles Mitchell, LL.D., of Newcastle, one of its "alumni," and Lord Strathcona. The **Mitchell Tower**, completed in 1895, is 250 feet high—the highest ever erected in granite. It is rigid—perhaps a little frigid—Perp. in style, and has fine pinnacles. The **Mitchell or Graduation Hall**, entered from the Picture Gallery, has a fine oak gallery, carved in front. The upper portion is of polished granite, and the roof fine Gothic work. The east end is occupied by a magnificent illuminated window setting forth the history of the College. At the west end is an electric organ which cost £1,200. *Portrait Gallery and Tower open 11-12 and 2.30-3.30, summer months; rest of year 11-12 only, except Sats. Tickets within.* The architect of the great tower and university buildings was Mr. A. Marshall Mackenzie, R.S.A.

Near the College is a very fine old house, No. 45 Guestrow, now used as a model lodging-house. The older portion of the building dates from 1580. The ceilings in the interior are good specimens of early decorative plaster work. The house is noteworthy from the fact that it was the residence of the Duke of Cumberland while in the city in 1746, on his way to and from Culloden.

Proceeding hence down *Broad Street*, in which Byron lived as a boy, we re-enter Union Street at its east end, about where we left it.

The above forms a pleasant and by no means too long morning's stroll. Those who have an hour or two more on their hands will profitably devote them to a walk or drive through the

New Town.

Starting again from about the east end of Union Street, we walk or ride the entire length of that thoroughfare, proceeding from the west end of it along Albyn Place, for about half a mile to Queen's Cross, and then, turning sharp round to the right, return by Skene Road, Carden Place, Skene Street, and Rosemount Viaduct, to Schoolhill and St. Nicholas Street, by which Union Street is re-entered opposite Market Street.

The first objects of interest on this route, after passing the Town and County Bank and the divergence of St. Nicholas Street, are the **East and West Parish Churches**. They lie back from the street behind a cemetery, which is itself separated from the street

by an open Greek façade. The chief feature of these churches is the modern Gothic tower and spire, built after the old steeple had been destroyed and the East Church gutted by fire in 1874, after an existence of 40 years. The *West Church* dates from 1755, and is worthy of as much notice as the generality of ecclesiastical edifices erected in that period.

The *crypt* or *St. Mary's Chapel*, **Lower Church of St. Nicholas**, was restored a few years ago. It dates from 1420, and is vaulted throughout in stone.

Westward of the churches Union Street crosses the railway and the *Denburn* dell, now laid out as a public garden, by a handsome granite bridge of a single arch, 132 feet span, recently widened on both sides with steel work. On the left, before crossing, we pass the *Trades Hall*, and, after crossing, the *Palace Hotel*. Opposite the latter is a bronze *statue of the Prince Consort* by Marochetti, beyond which are the handsome buildings of the Northern Insurance Company.* On the same side a little further we come to the *Music Hall Buildings* with an Ionic portico. A few yards' detour up Huntly Street, the next one beyond the Music Hall, takes us to the *Roman Catholic Chapel*, a building of characteristic taste, with a fine spire. There are several other places of worship chiefly noticeable for their spires in this neighbourhood. We now pass out of Union Street into a region of handsome villas and gardens, out of which we may turn to the right at any opportunity and join the return route indicated above, or we may proceed a full half-mile beyond the end of Union Street, as far as *Queen's Cross*, and there make an acute angle to the right. The "tram" route strikes off square up Fountainhall Road, and makes a wider and tedious circuit, rejoining our direct walk at Rosemount Viaduct.

On our way back we pass, in Carden Place, *St. Mary's Episcopal Chapel* on the right, and the *Grammar School*, an imposing castellated building, on the left; in Skene Street *Public Schools*, beyond which we re-enter the "tram" route on a new road called *Rosemount Viaduct*, which starts from the north end of the Denburn Gardens. On it are, on the left, the **Public Library and Reading-Room** and **His Majesty's Theatre**, the latter a very handsome new building in Kemnay granite; on the right is a statue of Wallace, and, farther on, in *Schoolhill*—so called from its having contained the original Grammar School in which the seeds of Byron's education were sown—the **Art and Sculpture Galleries** (*Annual Exhibition of Pictures and Sculpture*) and **Gray's School of Art**, with a bronze statue of the Hero of Khartum on the space in front. Through the gateway connecting the two buildings we see the **Gordon College**, founded by Robert Gordon in 1750, and providing education for nearly 2,000 boys. Just short of this the G.N. of Scotland Railway is crossed by a handsome new viaduct, and a new station has been built below.

St. Nicholas Street is now entered, and repassing the East and

* In Union Terrace is a statue of Burns (1892).





West Churches on the opposite side from that on which we first saw them, we regain Union Street and the centre of the town.

Routes from Aberdeen.

N.B.—Purchase the Tourist Handbook of the G.N. of Scotland Railway, 3*d.*

The trains of the Great North of Scotland Railway are very well appointed, and the fares are 2*d.* and 1*d.* a mile. The rolling stock by the several through routes between Aberdeen and Inverness is excellent.

(1) Buchan, Peterhead, and Fraserburgh Branch.

Aberdeen to Dyce Junction, 6 *m.*; Ellon, 19½ (—Cruden Bay, 29½; Boddam 35); Maud Junc., 31 (—Peterhead, 44); Fraserburgh, 47½.

The "Bullers of Buchan" are the "lions" of this route, and the branch line from Ellon to Boddam, 3 miles short of Peterhead, together with the erection of a first-class hotel at Cruden Bay by the railway company, has brought them within the easiest access. There is also a special platform erected by the Company close by. They lie about half-way between Cruden Bay (Port Erroll), 29½ miles from Aberdeen, and Longhaven, 33, and it is a fine walk along the rocky coast from one station to the other.

Conveyances for Peterhead meet all trains at Boddam (3 *m.*; fare, 3*d.*).

The Peterhead branch leaves the main line (*p.* 32) at Dyce Junction (6 *m.*), beyond which it crosses the Don and proceeds through a richly cultivated country to Ellon, with the peaks of Ben-nachie away to the west. From *New Machar* (12 *m.*) there is, in fine weather, a very fine view to the west and south-west, including Lochnagar and Mount Keen. Then we come to *Udny* (14½ *m.*) The tower, 6 *m.* away to the left from the station, is Lord Aberdeen's monument. The Ythan is crossed just before reaching Ellon. This river is noted for its mussel-pearls, one of which is said to have a place in the crown of Scotland.

The village of **Ellon** (Hotels: *Station*, at station; *New Inn*, 'bus. Pop., 1,600) is very prettily placed by the side of the Ythan, about a mile east of the station. It is well built, and consists of a central square with streets diverging from it. Of the old *Castle* only one tower remains. It is to the left of the road, on the east side of the village, and near it is the modern *Ellon Castle*. A little below the bridge over the Ythan and opposite the New Inn is an ancient *Moat Hill* or the *Earl's Hill*, which, like similar places elsewhere, was once used as an *al-fresco* court of Justice. It is now hidden by a shrubbery.

Haddo House, 8 *m.* N.W. of Ellon (8 S.E. of Fyvie station, *p.* 33), a seat of the Earl of Aberdeen, is in itself a plain building, but the park in which it stands is beautifully timbered and contains two lakes, an avenue extending from the house to the upper lake being specially noteworthy. Visitors are admitted to the grounds without restriction.

Ellon to Cruden Bay, 10 *m.*, and **Boddam**, 15½. This is the tourist route of N.E. Aberdeenshire.

Hatton (8 m.) is now the business and shopping centre of a large agricultural district. Two miles further we come to **Cruden Bay** (*temp. ref.-rm.* at station), which has, as its recommendations, fine air, an excellent "sporting" 18-hole golf course, one of the best in Scotland (*see Golfing Section, p. xx*), fishing and boating, and a wide stretch of good sand for bathing. The new *Cruden Bay Hotel* (first-class, inclusive terms from 9s. per day), commandingly situated, is about half a mile from the station, with which it is connected by a small electric tram (3d.). This hotel is managed by the Great North of Scotland Railway, and is held in growing and deserved favour by all who visit it. It is splendidly fitted up in the most modern style, and can be confidently recommended for a long or a short stay. The view from it extends from Buchanness Lighthouse, just S. of Peterhead, to the Girdleness Lighthouse beyond Aberdeen. Close by, the fishing village of **Port Errol** (*Kilmarnock Arms, temp.*) lines the Cruden Water, just north of which, boldly situated, one side rising sheer from the rock, is the modern many turreted *Slains Castle* (the old castle—a ruin—is five miles S.), the seat of the Earl of Errol. It was built in 1837, and succeeded a previous erection visited by Johnson and Boswell. Close by is a curious rock of two apertures called the "Twa Een."

Between Cruden and Boddam the line is carried just over the rocky coast and close to the **Bullers of Buchan**, where there is a platform.

One insulated rock, with a fine arch, called *Dun Buy*, evidently impressed Scott with as much wholesome dread as Wordsworth experienced in regard to the Pillar Rock of Ennerdale. "Francie o' Fowlsheugh," says Edie Ochiltree, "and he was the best craigsman that ever speeled a heugh (mair by token he brak his neck on the Dun Buy o' Stains), wad na hae ventured," etc. In the season it is well worth taking a boat from the Bullers to Dun Buy, and climbing the latter to see the sea birds' nests.

The shore consists here of several grassy promontories, connected with the elevated plateau behind by the narrowest of natural causeways. On a warm bright day these promontories with their short velvety grass and the wide sea-view which they command form a delightful resting-place. The "Buller" or "Boiler," which gives the place its name, is a circular basin with walls of rock, sheer on all sides, and open to the sea by a natural archway through which the waves rush with reverberating tumult in stormy weather.

A track leads down to the water's edge from the hamlet, whence a boatman may be engaged, who, for a small fee, will in fair weather row out and round a little way to the south, through a natural archway, returning by tortuous passages to the entrance to the Boiler, into which, by the open archway to the sea above referred to, you are safely paddled. This is unquestionably the way to get the scene fully impressed on your mind. The trip is strongly recommended.

Boddam (*small hotel, Sea View*) is a fishing village. Be-

tween the Bullers and Boddam are the famous *Peterhead granite quarries*, commencing just over the sea. The colour of the granite is flesh-red as opposed to the gray of the Aberdeen granite. Beyond Boddam we pass the Peterhead Convict Prison and the Monument on Meet Hill (p. 30).

Ellon to Maud Junction, 12 m. (—**Fraserburgh**, 28 m.) ; **Peterhead**, 25 m. *Refr.-rm.* at Maud, and *inn* close by.

There is nothing of particular interest to the tourist on these routes, unless it be *Brucklay Castle* in the trees a little beyond Maud, where is a large Poorhouse; the *White Horse* and *White Stag* on Mormond Hill, cut out in white quartz, beneath which is the pretty village of *Strichen*, with two church-spires ($7\frac{1}{2}$ m. short of Fraserburgh), and *Inverugie Castle*—on the left of the line, 2 miles short of Peterhead—a former seat of the Keiths (Lords Marischal), and mainly built by the founder of Marischal College, Aberdeen, at the end of the 16th century. The family joined in the rebellion of 1715, and the castle was forfeited. In entering Fraserburgh the lines skirt the sea.

Fraserburgh (Hotels: *Saltoun*; *Royal*; *Station*; *Belleslea Temp.*; *Dalrymple Café*, a large and convenient refr.-house opposite station. *Pop.*, abt. 9,000) extends from the station to the sea at *Kinnaird's Head*, which is of no account except as forming the north-east corner of this part of Scotland. On it the remains of a *Castle* are surmounted by a lighthouse, and a little to the east of it is a square building of unknown origin, called the *Wine Tower*, apparently constructed without entrance or staircase. The town is named after Alexander Fraser, ancestor of the Saltoun family, who founded it in 1570, but it presents little sign of age. A modern cross and a statue to the 16th Earl of Saltoun (d. 1853), who was one of the defenders of Hougoumont, and commanded a battalion in the rout of the Imperial Guard, are the only other noteworthy objects. A few yards off the main street is also the Saltoun Mausoleum. The coast at Fraserburgh is rough, but the sands round the bay, east of the town, are very good. *See Golfing Section*, p. xx.

Fraserburgh is the largest herring-fishing station in Scotland, having fully a thousand boats.

From **Fraserburgh** it is 22 miles by road, passing near but not along the coast, to **Macduff** (p. 33);—to *Pitsligo* (4 m. conveyance to *Rosehearty*, 1 m. north from *Fraserburgh*, 8 times a day); *Aberdour* (7 m., conv. twice a day); *Pennan Bay*, 11 m.

Inns:—At *Rosehearty*, *Forbes Arms*; *New Aberdour*, *Commercial*; and *Gardenstown*, *Garden Arms*. On the direct road there are no inns. The cars to *Rosehearty* follow the coast route by *Sandhaven*, and *New Aberdour* is a little off the route, while to *Gardenstown* there is a breakneck descent of $1\frac{1}{2}$ miles. The route only becomes interesting as it drops to *Pennan*, between which, over *Troup Head* (360 ft.) to *Gardenstown*, is a fine walk of about 5 miles. *Gardenstown* is, however, better visited from *Banff* (see p. 34). Both it and *Pennan* are a terror to cyclists.

Overlooking *Rosehearty*, between it and the main road, are the ruins of **Pitsligo Castle**—a plain square tower, once the residence of the celebrated Alexander Forbes, Lord Pitsligo, who at the age of sixty-seven raised Prince

Charlie's standard in Aberdeenshire, and for several years after Culloden lived as an outlaw in the neighbourhood of his home—one of his chief haunts being the *Cave of Cowshaven*, now called *Lord Pitsligo's Cave*, $2\frac{1}{2}$ miles W. of Rosehearty.

A long mile past Lord Pitsligo's Cave is the ruin of *Dundarg Castle* ("Red Castle"), situated on a rocky peninsula across a narrow isthmus. Very little remains. Half a mile further is the ruined church of *Old Aberdour*. For *Macduff and Banff*, see p. 33.

This is a bad cycling route—atrocious at its only interesting part, between Pennan and Gardentown, and the inland main route (26 m.) is utterly featureless, though a fair road.

Peterhead (Hotels: *Royal, North Eastern, Laing's Temperance*; *Pop.*, abt. 14,000; *S. Post dep.* abt. 3), the second town of Aberdeenshire, is busy with the herring-fishery and the export of granite, of which material it is built. The granite is quarried in large quantities in the bay south of the town, and is distinguished from the gray granite of Aberdeen by its red tint. The eastern part of the town, "Keith Inch," is almost cut off from the rest by the harbours, and is occupied by the fishers. For *Golf Course*, see p. xx.

The *Arbuthnot Museum* in Queen Street contains a fine and varied collection. "There is scarcely a country in the known world that is not here represented."—*Pratt*. It is now housed in the Free Library and Reading Room, an institution for which the town is greatly indebted to the millionaire, Andrew Carnegie, LL.D. It was designed by Mr. Duncan M'Millan, Aberdeen, and was opened in 1892. The tower—English Renaissance—is 73 ft. high. Coins are a speciality.

The town sided with the Old Chevalier, who landed here in 1715. It then belonged to the Keiths, Lords Marischal, and the representative of that family, having been banished for the part he took in the rebellion, became a favourite marshal of Frederick the Great. The statue in front of the Town-house is a copy of one which that monarch erected to his memory, and was presented to the town in 1869 by the King of Prussia. There is also a column with a Latin inscription in the centre of Broad Street.

Above Buchan Ness, 2 miles south of the town, is the **Reform Monument** on Meethill, which was erected to commemorate the passing of the '32 Reform Bill, and which besides its political significance was intended to be a joy for ever to the Peterheadians as the centre of a public Recreation Ground. The only omission in the scheme was the provision of a right of way to the ground.

(2) Aberdeen to Alford and the Don Valley.

Aberdeen to Kintore Junction, $13\frac{1}{2}$ m.; *Alford*, $29\frac{1}{2}$; *Bridge of Alford* (road), $31\frac{1}{2}$; *Mossat*, $37\frac{1}{2}$; *Kildrummy* (inn), $39\frac{1}{2}$; *Glenkindie* (inn), $42\frac{1}{2}$; *Bridge of Bucket*, $45\frac{1}{2}$; *Strathdon* (*Colquhouny Inn*), $48\frac{1}{2}$; *Cock Bridge* (*Allargue Inn*), 57; *Tomintoul*, 67; *Allargue Inn to Ballater*, 13 m.; *Braemar*, 23.

Motor 'Bus daily from Alford to Strathdon, about 11.15 and 5.30; returning from Strathdon abt. 6.50 a.m. and 3.20 p.m.; time, 2 hrs.; fare 2s. 6d. Also a horse 'bus from Gartly Station on the main line (see p. 31).

The distance of the inns in Strathdon from Alford terminus and the approximate number of bedrooms is as follows :—

<i>Inn.</i>	<i>Miles.</i>	<i>B'rooms.</i>	<i>Inn.</i>	<i>Miles.</i>	<i>B'rooms.</i>
Haughton Arms	$\frac{1}{2}$	13	Glenkindie Arms	13	4
Forbes Arms	$\frac{1}{2}$	6	Colquhouny	19	11
Kildrummy	10	4	Allargue	28	4

The Don valley is inferior to that of the Dee in natural attractiveness, but it is a very pleasant hunting-ground for the tourist "for a' that"—especially if he happen to be an angler. The several inns mentioned above are mostly a recognition of the trouting virtues of the streams, and they afford their visitors opportunities for excellent sport.

A splendid new route has been opened up by the Great North of Scotland Railway from Aberdeen *via* Kintore to Alford by rail; thence by motor car through Kildrummy to Strathdon and Cock Bridge, coach to Tomintoul, motor car to Ballindalloch, and rail to Grantown, or back to Aberdeen. This tour takes two days, passengers remaining overnight at Tomintoul. *For times and fares, see Yellow Inset.*

From Aberdeen to *Kintore Junction* the route is described on p. 36. From Kintore the river vanishes for a while, but reappears a little short of *Kemnay* (18 m.), to the right of which is the mansion of *Fetternear*. Here, too, are extensive granite works, which have supplied the Thames Embankment and the Forth Bridge. Then we reach (21 m.) *Monymusk Station*, a mile north of which, in a finely timbered park overlooked by *Bennachie*, is *Monymusk House*. "The parish church is said to be part of a Priory founded by *Malcolm Canmore*."—*Ferguson*.

Hence to Alford we see no more of the Don, but pass through an abundantly planted tract of country.

Alford (Hotels: *Haughton Arms*, in the village; *Forbes Arms*, at Bridge of Alford, 2 m. on our way) is a neat village, and the scene of a skirmish in which *Montrose* defeated the *Covenanters* in 1645. Here our road-route begins, and in 2 miles we cross the Don at *Bridge of Alford*.

Six miles south of this (four north of *Lumphanan* on the *Dee-side railway*) is **Craigievar Castle**—a fine type of an old High-land fortress in the *Flemish castellated style*, seven stories high, with turrets, shot-holes, and dormer windows. The interior retains the old style of furniture, the chief apartment being the *Banqueting Hall* with an ornamental roof and a huge fireplace. A coat-of-arms over the great staircase bears date 1668 and an inscription, "Doe not waiken sleiping dogs."

From Bridge of Alford to the next inn, *Kildrummy*, the distance is 8 miles, the prettiest part being about half-way, where the road passes between the *Wood of Logie* and *Collivar Hill*, a mile beyond which our route turns sharply to the left at *Mossat*.

The road on goes by *Lumsden* and *Rhynie* to **Gartly Station** (10 m.), to which a coach runs very early every morning and on Saturday afternoon from *Strathdon*, returning from *Gartly* about 9.30 a.m., and (Sats. only) 7.30 p.m.

The ruins of **Kildrummy Castle**, on the right of the road, show remains of what was once a most imposing structure. It is said to have had seven towers—chief of them the *Snow Tower*, 150 ft. high, of which, however, very little remains. The situation, between two ravines, is striking. The family of the Bruce sought sanctuary here, but were compelled to fly to Tain.

The **New Castle** of Kildrummy stands on the opposite side of Black Den, facing the old one.

As we proceed hence through the narrow, sylvan *Den of Kildrummy*, Morven (2,862 ft.) appears right ahead; then, at the *Glenkindie Arms Inn*, in the village of Towie, our road reaches the Don again, and follows its windings for the next 6 miles to Strathdon, passing near a couple of Piets' Houses, and (16 m.) the ruins of *Glenbucket Castle*, built in the 16th century and situated at the foot of Ben Newe (1,855 ft.). On the right, too, we pass *Castle Newe*—not Newcastle.

At **Strathdon** are *Colquhouny Inn* and *Castle*, and, near at hand, a mound, 40 feet high, called the *Dune of Invernochte*. A little farther the Don is crossed by the *Bridge of Poodhidie*, built in 1715, but our road continues along the north side of the stream past *Lonach*, where a curve of the river presents charming scenery, and then rapidly rising to **Cock Bridge** (*Allargue Inn*), which is 1,350 feet above the sea, said to be one of the highest hotels in Scotland. Hence we may follow the south side of the stream to *Inchrory* (6 m.), or left to *Ballater* (13 m.). We are now transferred into a coach which takes us to Tomintoul, 10 miles across the "Leicht" into Banffshire, at a height of 2,048 feet. The road rises 700 feet in two miles, and there is a splendid view from the summit of the pass. Tomintoul is one of the highest villages in Britain, being 1,150 feet above sea-level. There are two good hotels, the *Richmond Arms* and the *Gordon Arms*. From Tomintoul the route, by motor char-à-banc, descends the Avon valley, past the Glenlivet distillery, to Ballindalloch, where the train is got for Aberdeen.

(3) Aberdeen to Elgin.

(a) By **Keith** (Highland Station) and the "**Highland**" Railway, 71 m.: 2½ to 3 hrs.

(b) By **Keith Town** (G. N. S.) and **Craigellachie** (G. N. S.), 80 m.: 2½ hrs.

(c) By **Knock** and **Buckie** (G. N. S.) 87 m.: 2½ to 3½ hrs.

(d) By **Turriff** and **Banff** (G. N. S.) 86 m.; not a through route.

(a) is the shortest through route to Inverness (see p. 36), but, except the night mail, all the expresses run by either (b) or (c), being taken on by the Highland from Elgin; (b) passes pretty inland scenery between Keith and Elgin; (c) is more or less a coast-line from Cullen (66 m.) to Fochabers-on-Spey (77 m.). The leisurely tourist will, however, find (d) the most interesting route. It leaves the others at Inveramsay (20 m.), and involves a walk or drive of 1½ miles from the Bridge station to the Harbour station at Banff, rejoining (c) at Tillienought (6 m. from Banff).

* * The through fares to Elgin by (a), (b) and (c) are the same—11s. 11d. and 5s. 11½d. By (a) the full mileage rate is charged, except to through ticket-holders from S. of Aberdeen.

For a, b, and c, see pp. 36–41.

(a) By Turriff and Banff.

As far as Inveramsay see p. 36. Nine miles further, after getting a peep at Bennachie from *Rothie Norman* (27 m.), we come to (30 m.) *Fyvie (The Club Hotel)*, to the right of which, across the river, is **Fyvie Castle**, seat of a noble mansion in the Scottish Baronial style, occupying the site of a 13th cent. tower in which Edward I. is said to have slept. Its features are the massive towers with bartizan turrets, and called after their builders the *Preston, Meldrum, Seton, and Gordon Towers*. The Seton Tower was added about 1600 by Alexander Seton, High Chancellor of Scotland, who also restored and beautified the building in many other ways. Visitors are allowed to see the gardens and grounds, which are very interesting. For the house an order is necessary from Mr. Chalmers, 13 Union Street, Aberdeen.

At Fyvie, Montrose was surprised by Argyll in 1644 and barely managed to make his escape with a handful of men. There are traces of the entrenchments made on the occasion.

Turriff (38 m.; Hotels: *Commercial, Fife Arms*; Pop. abt. 2,273) stands on rising ground to the right of the line. It has the remains (choir and belfry with a bell dating from 1557) of an old church and an old market-cross. In the names *Templars' Brae* and *Templars' Feu* the Knights Templars are supposed to have left their mark in Turriff.

Quitting Turriff the line enters for a short space the pretty *Deveron Valley*, and on the left bank of the river *Forglen House* is conspicuous. Then, as we approach *King Edward* ("Kin Edart") Station (45 m.), the peak of Bennachie again appears due south. Hence the line descends to the Deveron again at **Banff Bridge**, where the station is high above the bridge, affording, as we approach the station, a view of Duff House, a square Italian building with corner towers.

Macduff (Hotel, *Fife Arms*. Pop. abt. 3,700), the terminus of the line, ½ mile beyond Banff Bridge, is a busy little seaport town with herring-boats. It is to some extent, too, a holiday resort. From the *Hill of Doune* behind it there is a fine view across the Moray Firth, extending as far as Morven in Caithness.

Banff (Hotels: *Fife Arms*, 'bus; *Royal Oak*, small; *Rose's Temp.*; *Crown Temp.*; 'bus, ½ to ¾ m. from both stations. Pop. abt. 4,000) is picturesquely situated on rising ground above the western shore of the Deveron estuary—*vis-à-vis* to Macduff. The Deveron issues from the wooded demesne of *Duff House*. A large part of the wall of the old castle, which was occupied on two occasions by Edward I., remains. The house in which Archbishop Sharpe was born (1613) stood at the back of the present Castle, which is a comparatively modern building. The Public Library and Museum stands in the High Street; the museum contains, amongst other

things, a good collection of birds and insects, a large coral, and many relics of the work of the astronomer Ferguson, who was born in Banffshire. In its public buildings generally Banff rather affects the "classical."

The grounds of **Duff House** are entered from the south end of High Street and Low Street. It was built by Adams in the middle of the 18th century. The house and about 140 acres of the grounds were gifted to the towns of Banff and Macduff in 1906 by the Duke of Fife. A syndicate acquired in 1909 a ninety-nine years' lease of the house and grounds, and the residence is being converted into a hotel which, it is claimed, will be one of the most luxurious palaces of sport in the British Isles. Over 33,000 acres of low ground and moor shootings have been acquired, as well as the trout and salmon rights of a large part of the Deveron; an 18-hole golf course is also being laid out. Banff is yearly gaining popularity as a health resort. The climate is bracing, and the rainfall extremely low.

A pleasant two miles' walk through the park along the west side of the Deveron brings us to the **Bridge of Alvah**, just below a sharp bend in the stream, where the rocks rise abruptly to a considerable height above a deep pool.

Banff (Harbour) Station is just over the sea at the north end of the town. From it the line first skirts the shore and then runs inland to *Ladysbridge* ($2\frac{1}{2}$ m.)—where the *County Lunatic Asylum* is seen on the right—and **Tillynaught Junction** (6 m.). Here we join the direct line from Aberdeen (58 m.).

Hence it is 15 miles to **Keith** (p. 38).

Banff to Gardenstown (9 m.; mail wagonettes leave abt. 7.15 a.m. and 2.45 p.m.; returning about 8 a.m. and 3.15 p.m.; 1s. each way).

Gardenstown (Gamrie) and the cliff scenery of Troup Head, between it and Pennan, 4 miles or so further, are the inducements for this excursion. The road crosses Banff Bridge, runs the length of Macduff, commencing a long ascent before leaving the town and showing a good view of Mohr Head and Troup Head, and then keeps to an undulating, treeless, but well-cultivated upland with very fine specimens of Aberdeenshire stock—till at cross-roads it turns square and soon commences a very steep zigzag descent to that most remarkable of villages—

Gardenstown (*Garden Arms*, a most commendable little hotel). It will remind many visitors of some of the West Country, Cardiganshire, and Yorkshire places, about which the wonder is how they ever got there—Polperro, Llangrannog, Staithes, to wit. It sticks like a limpet to the sides and crannies of a grass-grown sandstone cliff, and has only one level bit of street in it. The rest consists of flights of steps, slippery headlong paths, and fearfully cobbled foreshore, in connection with which a little more sanitation is desirable. The sea, however, is a fine scavenger. Westward it boasts a level promenade with a retaining wall nearly 200 yards long, and a tiny waterfall dropping down a crevice in the cliff, and further on, in an apparently inaccessible position on the green slope of Mohr Head, is the shell of what is reputed to be one of the oldest churches in Britain, with a graveyard enclosed by an insuperable wall.

The beach is not good—small patches of rock over which you have to clamber, and very little sand.

A rough path along the shore, cut out of the rock in one place, where the face presents a remarkable break of puddingstone, leads in $\frac{3}{4}$ mile to the quaint fishing hamlet of **Crovie**, whence by tracks past one or two well-to-do upland farms, **Troup Head** (363 ft.) is easily reached. A day may be happily devoted to the exploration of this and the cliff-top onward down to **Pennan**, but cyclists, beware of Gardenstown! The inn is well worth a couple of nights' sojourn. There is also a very tidy little public-house, the "Harbour," just below. Everything here is either "above" or "below."

From Tillynaught our route makes for the sea again, getting near it at **Portsoy** (9 m. from Banff; Commercial, Station; Pop. abt. 2,300), a small fishing-town.

At *Glassaugh* (11 m.) we again get a peep of the sea. The next station is *Tochieneal* (13 m.). From it there is a view across the broad Deskford Vale to the wooded Bin of Cullen (1,050 ft.). The line then passes through a long cutting to **Cullen** (14 m.; *Seafield Arms*; *Grant Arms*. P.O. chief desp. abt. 5, 10.30, 2.35; del. 7.15, 10.30. Pop. abt. 2,200). The town is built on the slope of a hill overlooking the sea, to which its main street—a wide one, with the hotel near the bottom—descends at right angles. On the level of the shore are the fishermen's quarters, *Seatown*. From an eminence marked by a flagstaff, a few minutes' walk west, the view extends across the Moray Firth to Morven and the Ord of Caithness. An almost equally good view is obtained from the highest part of the main street. The **Bin of Cullen** (3 m. S.W., 1,050 ft.) commands a wide prospect of sea and land. On the way to it (1 m.) is *Cullen House* (Countess of Seafield), a fine rude baronial mansion, beautifully situated in a wooded glen. Visitors are admitted to its shady drive till 6 p.m.

2½ miles by road, E. of Cullen, are the scanty ruins of **Findlater Castle**, situated on a projecting rock, which is reached by an isthmus intersected by two trenches. The remains consist partly of underground vaults looking out on to the sea. The castle once belonged to the St. Clair family, afterwards to the Ogilvies.

Passing out of Cullen the railway crosses the valley of the Cullen Burn by three viaducts, the last of which, consisting of eight arches, is nearly 80 feet high. There is a fine sea-view, including the "Three Kings of Cullen," as a trio of rocks rising from the Links is called, and then, with the Bin Hill on the left, we travel on to the quaint fishing-villages of *Portnockie*, *Findochty*, and *Portessie*. The shore about here is rocky and interesting, and the railway runs straight across the moor above it.

Buckie, 20 m. (Hotels: *Cluny*, *Marine*; Pop. abt. 6,000), is a fishing station of such importance that the Highland—direct from Keith (12 m.)—as well as the Great North has a connection with it. It is said to have the largest fishing population of any town in Scotland, and its harbour cost £70,000. It also contains a spacious R.C. Cathedral.

A mile beyond the next station, *Portgordon* (22½ m.), is the *Burn of Tynet*, famed for its fossil fish. The formation is "old red." Thence the line runs straight to (25 m.) **Fochabers-on-Spey**, 4 miles north of the village of Fochabers (*Speymouth Hotel*, a new house, at the west-end of the new Spey Bay golf course). There is a fine view from the station up the Spey valley with Ben Aigen (1,544 ft.) in the background. Then the Spey is crossed by an iron bridge upwards of 300 yards long, with a centre span of 115 yards. On the other side is (26½ m.) *Garmouth*, where Charles II. landed from Holland in 1650, and the leaders of the Highland army conferred before Culloden. Hence the line

goes inland to **Elgin** ($34\frac{1}{2}$ m., p. 38). Good view of cathedral on approaching station.

Aberdeen to Inverness, by G.N.S. and Highland Railways.

Aberdeen to Huntly, 41 m.; *Keith*, 53; *Elgin*, 71; *Forres*, 83; *Nairn*, 93; *Inverness*, 108.

Time, $3\frac{1}{2}$ –4 hrs. **Fares**, 18s. 1d., 9s. $0\frac{1}{2}$ d. 7 or 8 trains a day.

For choice of routes as far as Elgin see p. 32. **Cycling**, see *Pink Inset*.

This line passes through pleasant and varied scenery throughout. From Aberdeen joint station the railway passes under Union Street and through the Union Gardens which occupy Denburn Dell. Then come two tunnels, and the suburban station of **Kittybrewster**, with a pretty glimpse of the short spires of St. Machar's Cathedral, and the lantern-dome of King's College. Then we proceed along the south bank of the *Don* to **Dyce Junction** (6 m.), where the branch to Peterhead and Fraserburgh strikes away on the right. That to Alford goes off at **Kintore Junction** ($13\frac{1}{2}$ m.; *Station Inn* just beyond). At **Inverurie** (16 m.; *ref.-rm.* just outside station; *Kintore Arms* near) the valley of the *Don* is quitted, and that of its tributary, the *Ury*, entered. Just beyond the station, on the left, are the modern locomotive and carriage-building shops of the G.N.S. Ry., among the most up-to-date of their kind in the country. The bold truncated cone which comes into view in the left front just beyond is *Mither Tap* (1,698 ft.), the highest of several similar peaks, which are collectively called *Bennachie* (pronounced "Bennahee"). To the right of **Inveramsay Junction** (21 m.) is the "sair field of Harlaw," where the famous fight between Donald of the Isles and the Earl of Mar at the beginning of the 15th century put an end to the pretensions of the western chieftains, represented by the former, to lordship on the mainland.

Passing ($21\frac{1}{2}$ m.) *Pitcaple* and ($24\frac{1}{2}$ m.) *Oyne* stations we look up to *Bennachie* on the left, and come to ($27\frac{1}{2}$ m.) **Insch**, where is a good inn, the "Station," and a new church—the most convenient starting-point for *Bennachie*, though *Oyne* is nearer.

Bennachie (1,698 ft.). This is a finely shaped little mountain, and by reason of its accessibility and isolation from other hills of equal height, well worth climbing. From all the high ground of east and north-east Aberdeenshire its graceful eastern peak, the "Mither Tap," is a distinct landmark.

(a) From **Oyne**, going east by the main road for $\frac{1}{2}$ mile, and then due south for $1\frac{1}{2}$ miles, you will pass through a wood and come out on to the open ground 2 miles from the summit, which lies south-east.

(b) From **Insch** you may drive for 3 miles to the hamlet of *Auchleven*, and then take a track which doubles round to the main ridge. The mountain is altogether granite, mostly of a reddish hue, and is scored with numerous rough tracks, which may be followed or not at pleasure. The first peak (1,564 ft.), 3 miles from *Auchleven*, is called the *Hermit Seat*, and $\frac{1}{2}$ mile beyond this is a slightly higher point—the "Nether Tap," 1,619 ft. Then come a slight depression and a rise, followed by a wider depression over very rough ground, from the end of which, $5\frac{1}{2}$ m. from *Auchleven*, rises almost to a pinnacle the *Mither Tap*, 1,698 ft.

The view all round is rich and extensive without showing any very striking features. The skirts of the hill are abundantly wooded, especially south and

south-west, in which latter direction we look down into the Don valley, while due east are Inverurie and the meeting of the Don and Ury. Close below are the grounds of *Pittodrie*, noted for their hedges of yew and holly; a little right of it the *Chapel of Garioch*, and, still more to the right, beyond the railway, the site of the "sair field of Harlaw" (*see above*). In this direction there is a wide prospect over the cultivated plains of north-east Aberdeenshire.

A descent may be made by a rough track to the left of *Pittodrie* and by the *Chapel of Garioch* to *Pitcaple Station* (*inn*). The distance is about 5 miles, and the way very puzzling. It is better to go north-westward for *Oyne* (*see above*). Half a mile north-west of *Garioch* is a sculptured stone, referred back to the days of early Christianity and called the "Maiden Stone." It is 10 feet high.

Beyond *Insch* we have, on the right, the old ruin of *Dun o' Deer*, dating from the 14th century, and crowning a conical hill.

Passing **Kennethmont** (33 m.) we get still more among the hills and descend to *Strathbogie*. On the left, as far over the valley as we can see, is the *Buck of Cabrach* (2,368 ft.), in the Duke of Richmond's territory—a famous deer-forest. Much nearer at hand, on the far side of the valley, the *Tap* (or *Top*) of *Noth* rises to a height of nearly 1,900 feet. On its summit is a very complete vitrified fort, with a rampart upwards of 12 feet high. From **Gartly** (36 m.; *inn*) a 'bus goes every morning and Saturday evening to *Strathdon* (p. 31).

In the left front, as we approach *Huntly*, the hog's-backed hill called *Knock*, lying between *Keith* and *Banff*, is noticeable. **Huntly** (41 m.; *Huntly*, new, first-class; *Gordon Arms*; *Royal Oak*, smaller; *Gordon's Temp.* P.O.: Chief S. desp. about 11.30, 3.40, 5.30; del. abt. 7 and 10 a.m.), as seen from the railway, presents no remarkable feature, unless it be the tower of *Stewart's Hall*, so called in honour of its donor, Alexander Stewart, late chief magistrate. The chief hotels are in the Square, $\frac{3}{4}$ m. from the station. *Castle St.*, running N. from the Square, leads through a lime avenue to the *Gordon Schools*, erected by the late Duchess, and by a beautiful shady drive (open to the public) to the old *Castle* on the banks of the *Deveron*. It dates from 1602, and is the old seat of the *Gordons*. It is $\frac{1}{4}$ -mile beyond the schools, 1 from station.

Huntly is the birthplace of the novelist, George Macdonald, who has sketched it in "Alec Forbes." Beyond the town the country on the left, surrounding the junction of the *Deveron* and the *Bogie*, is beautifully wooded, and from the midst of the wood rises *Huntly Lodge*, a modern mansion which was for a long time the residence of the late Duchess of Gordon. The ruins of *Huntly Castle*, the original residence of the powerful Earls of *Huntly*, and dating back to the days of the *Bruce*, are by the river-side a little south of the lodge.

The line now continues northwards along the sparkling stream of the *Isla*, which pours its waters into the *Deveron*, past (45½ m.) *Rothiemay* to the junctions with the *Banff* and *Elgin* (*via Buckie*) branches, first at **Cairnie**, then at **Grange** (49 m.). The "Knock" has changed sides and becomes prominent on the right.

To Banff or Buckie. These two lines split again at *Tillienaught* (9½ m.), up to which junction the only thing noteworthy is the *Knock* (1,409 ft.) on the left. For the rest see p. 35.

Keith (*ref.-rms. at station*. Hotels: *Royal, Gordon Arms, Seafield Arms*) has little interest for the tourist, though it is very nicely situated. It is divided into Keith and Fife Keith, separated by a cemetery, both of them nearly a mile from the main station, and high up on the hill. There are two stations, one at which the Highland and G.N. lines connect (*ref.-rms.*); the other, called Keith Town, half a mile on, just at the foot of the town, on the G.N. line to Elgin *viâ* Craigellachie. The chief expresses only stop at the latter.

Keith to Fochabers, by road 8 m.; rail below. The road, dull at first, for the last 3 miles winds down through a plantation of fir and other trees intersected by three deep red-sandstone ravines, called the *Dramlechs*. **Fochabers** (*Gordon Arms*, well-kept) is a remarkably neat and clean village, consisting of one long street with a central square and memorial fountain, to the north of which is the entrance to *Gordon Castle*, a large modern mansion with an ancient square tower. It is a seat of the Duke of Richmond and Gordon. The grounds are nobly timbered, one monster lime-tree being especially noteworthy. At the entrance to the village is a large and finely built school, founded by a former retainer of the Duke of Gordon, who, as the story goes, having left the duke's service in consequence of a disagreement as to the fashion of wearing his periwig, sought and made his fortune in America, and with true patriotism bequeathed a handsome portion of it to his native place. Fochabers is a great place for stocking the Spey with salmon.

Fochabers Bridge was swept away by the tremendous flood of 1829. In its present state it is a hybrid structure, half stone and half iron. Those who make the detour which we have described, may take train again at **Fochabers Station**, 16 m. beyond Keith. Fochabers is 4 miles from its G.N.S. station (*p. 35*), and $\frac{3}{4}$ m. from the "Highland," which is across the bridge and the terminus of a branch from **Orbliston** (3 m.).

From Keith to Elgin the shortest route (18 m.) is the "Highland;" the most picturesque the "G.N.S." (27 m.). The latter is described on *p. 41*. By the "Highland" we drop through a small defile and, after crossing the Spey—fine view both up and down—reach *Orbliston Junction*. Proceeding we have a view of the tower of Gordon Castle on the right, and in 6 miles reach Elgin.

Elgin.

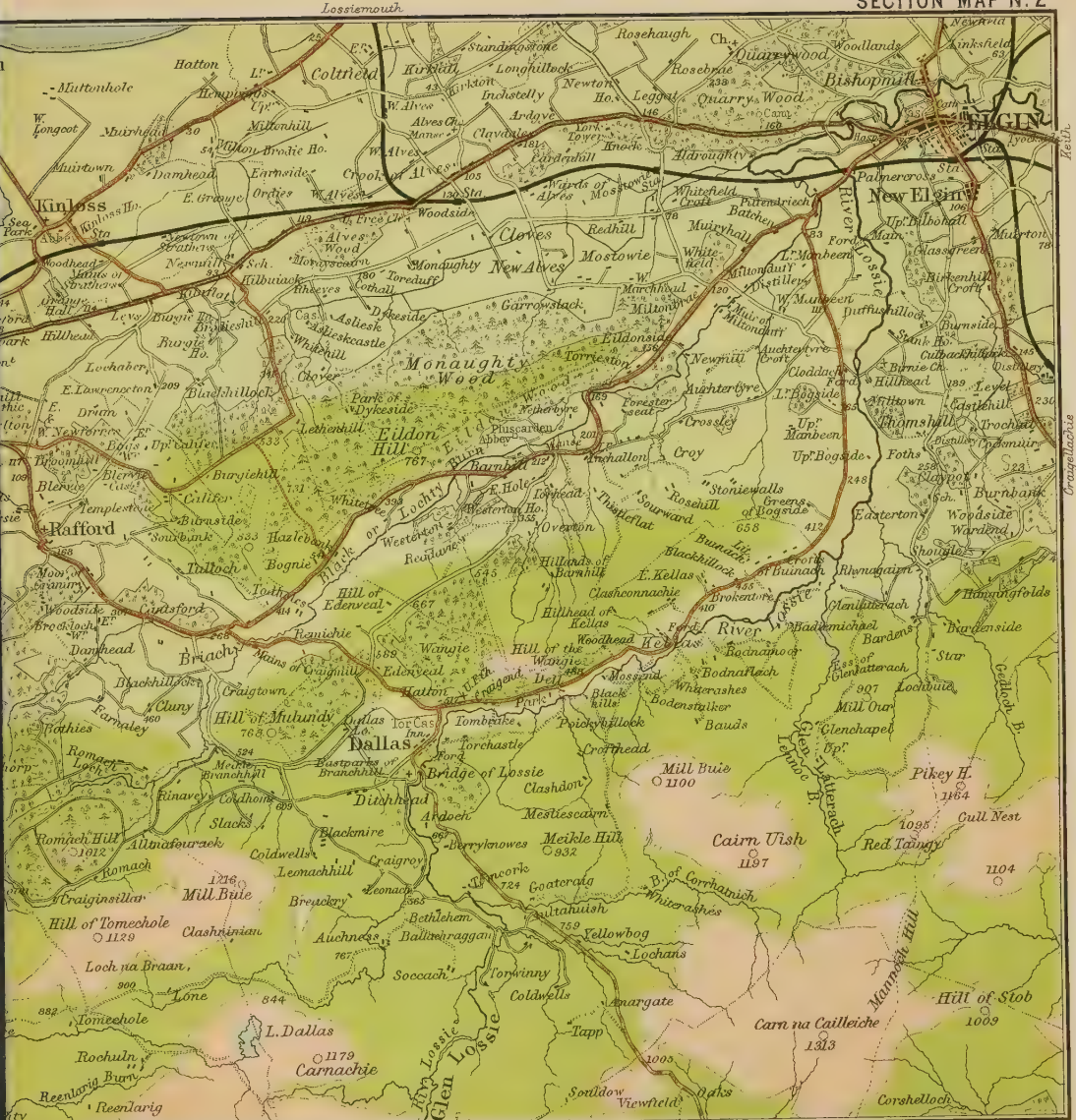
Distances:—Aberdeen, 71 m.; Forres, 12; Inverness, 37; Perth, 131; Edinburgh, 179; Glasgow, 193. There are two stations, G.N. and Highland, 200 yards apart, but connected by platform. Through trains pass from one to the other. Both are good stations. The "Great North" (*ref.-rms.*), rebuilt, is unsurpassed in the North of Scotland.

Hotels:—*Station* (opp. "Great North," 2 min. from "Highland" Station, renovated); *Grand*, with restaurant, South St.; *Gordon Arms* (good-class fam. and com.); *Palace* (smaller), in main street, $\frac{3}{4}$ m. from stations; "buses. Small café (*Elgin*) opp. entrance of High St. from station. *Refreshment and Dining-rooms* at G.N.S. station.

P.O.: (on way to stations) open 7-9; *Sun.* 2.30-3.30. Chief desp. about 10 a.m., 2.30 and 8.40 p.m.; *Sun.* 9.50. Del. 7.10 and 11 a.m.; 5.40 p.m. **Tel. Off.:**—7-9; *Sun.* 9-10. **Pop.** about 8,000. **Market Day.** Friday.

Elgin is as comely and flourishing a town as one would wish to see, and its attractiveness is much enhanced by the sylvan character of its position. Its Cathedral is certainly the most pic-





turesque ruin in the north of Scotland, and a worthy rival of the more famous abbeys of the Lowlands. The ground opposite the Cathedral has been recently cleared and thrown open, thereby greatly improving the view of the ruin.

The way from the stations (1 *m.*) is by the Station Hotel direct into the city, turning to the right on entering High Street and, after passing on the right the Court House and County Buildings, both Italian style, taking the left branch (North College St.) at the Museum (*p.* 40), opposite which is the *Little Cross* (repaired). The Cathedral is seen at the end of this street (*key at lodge close to entrance; no charge except gratuity to guide*).

N.B.—A somewhat shorter way, better for cyclists, is to turn right out of the direct street into the town (Moss St.) into Institution Road ($\frac{1}{2}$ *m.* from stations). Follow it to the end, where it joins the main road east; turn sharp back for a few paces; then to the right up King St. to the Cathedral gate.

The **Cathedral** was founded early in the 13th century and, after being burnt by the Wolfe of Badenoch at the end of the 14th, was rebuilt. Some of the remains are of the former date, but the windows belong to the latter; one of them to the south of the nave, and still complete, is a fine example of the Decorated style; those in the chancel, which is fairly perfect, are lancet in shape, and at the east end are two tiers of five each, surmounted by a good round window, with a beautiful octagonal turret at each angle. The most intact portions of the building are, however, the octagonal *Chapter House*, called also the "Prentice Aisle"—evidently of later date, as shown by the mullions and flowing tracery of one window—and the two western towers, both of which rise to almost their original height. In the former note the graceful central shaft, as at Salisbury, Wells, and Worcester, with ribs branching out to the angles. The hideous monuments were removed here from the old Parish Church in 1823. The apparently debased arch outside was originally two out of three pointed ones.

The fine western window between the towers has been stripped of its mullions and tracery. Beneath it, inside, is a graceful E.E. arcade. The west door underneath is recessed in seven rich mouldings; in fact the tracery, wherever it has been spared, is of a very beautiful order. Notice the bold Norman moulding on the outside of the door of the south transept, beyond which is *St. Mary's Aisle*, the burial-place of the Gordon family. The inscriptions on the tombs herein, and on one in particular just outside, William de la Hay (*d.* 1421), are interesting, but partly undecipherable. The central tower and most of the nave have disappeared. The former fell on Easter Sunday, 1711, but from a picturesque point of view the effect is, perhaps, rather enhanced by the interspace of sheep-browsed greensward, which takes the place of these portions of the original building. In the S. aisle are a broken stone coffin, said to have contained the corpse of King Duncan, and some grotesque figures; at the E. end of the nave a Runic pillar accredited with an age of a thousand years. It has the usual sculptures—animals, very plain on the back, crosses, knots, etc.

The **graveyard**, S. of the cathedral, monstrous in itself, contains many epitaphs curious alike in their wording and spelling.

N.-W. of the Cathedral are the remains of the *Bishop's Palace*, part of which fell in 1893, and the *Greyfriars' Church*.

Elgin also contains a very interesting **museum** at the east end of High St., on the way to the Cathedral (*open 10 to 5, adm. 6d.*). Outside it stands a niche of a Mahometan mosque from the city of Ghoor. Besides being rich and comprehensive in its collection of local objects of interest of all kinds, the museum contains a varied general exhibit interesting to the antiquarian, geologist, and naturalist—amongst them casts of the Elgin marbles brought from the Parthenon at Athens by Lord Elgin in 1811, and now located at the British Museum; also copies of the Raphael frescoes in the Vatican at Rome.

The chief objects of interest in the town are the **Parish Church** (*St. Giles'*)—a heavy Grecian building with portico and tower—in the centre of High St.;—“**Ye Muckle X of Elgin**, destroyed 1792, rebuilt and presented to the city, 1888,” close by; and **Lady Hill**, a slight eminence just north of High St.—from near the fountain. On it are a scrap of the walls of *Elgin Castle*—probably built by David I.—and, on the summit a Tuscan **column** 80 feet in height, erected in 1834, in memory of the last Duke of **Gordon**. The top, which commands a wide view, including, of course, Ben Rinnes, is reached by a staircase. Upon it is a statue of the duke set up in 1855.

The building at the W. end of High St. with a dome and clock-tower is *Gray's Hospital*, erected in 1819, and the handsome Grecian building to the E., the **Anderson Institution**. The donor rose from the position of a stay-maker's apprentice to the rank of major-general in the army, made his fortune in the East, and left £70,000 of it for the building and endowment of this Institution for the education of poor children and the support of the aged. Note also the *Town Hall*—modern with a tower—and the *Victoria* (Jubilee) *School of Science and Art*.

Pluscaden* Abbey. (*Two-wheel trap abt. 7s. 6d.*) A fair road for cyclists, attaining 540 feet at 9 miles, passing through a very pretty valley; then a steep descent for a mile. Charming approach to Forres (16 m.). Seven miles S.W. of Elgin, and nine from Forres, are the ruins of Pluscaden Abbey, a Cistercian foundation between six and seven centuries old, and characteristically placed in a fertile and secluded valley formed by two almost parallel ranges of low hills—the Eildon on the north, and the Kellas on the south—and watered by a small tributary of the Lossie called the Black Burn.

The principal building, the *church*, is cruciform, and the walls, built of the red sandstone of the neighbourhood, are in good preservation. The general style is Pointed. The east gable with a Decorated window over four lancets is very pleasing. The *chapter-house* is octagonal in form, and supported, like that at Elgin, by a central pillar. Traces of the paintings with which the walls were decorated used to be seen on the arch separating the nave from the choir. The whole, however, is now the property of the Marquis of Bute, who has effected a most elaborate restoration. At present the general appearance is somewhat mixed.

The domestic portion of the buildings, amongst which is an *arched kitchen*, now used as a place of worship, and containing the old pulpit of Elgin Cathedral, may easily be traced. They lie south of the church.

Through the adjacent shrubberies and plantations there are pleasant walks.

Lossiemouth (5¼ m. from Elgin by branch line, G.N.S.; *fares 8d. and 4d., ret. 1s. and 8d.*) is a remarkable place. Road and rail to it cross an almost continuous flat, the only intermediate elevations being after crossing the Lossie out of Elgin, and that on which stands *Spynie Castle*, an episcopal residence in the 15th century, now a square tower with a few scraps of wall. The modern part of **Lossiemouth**, with Branderburgh and Stotfield as its component parts are called, is on an eminence commanding a fine view across the Moray Firth to the hills of Ross, Sutherland, and Caithness. What the old fishing village was may be judged from the wide grass-grown streets which are seen from the railway as we approach the station.

The present business part consists of wide streets of low houses laid out at right angles, and reaching down to the harbour. To the west of this the modern watering-place extends for a considerable distance—brand-new villas scattered

* Pron. *Plúscaden*.

all about, the whole terminating in one of the best golf-courses in Scotland. If golf, sand—there are bathing machines—and fresh air will “make” a place, Lossiemouth is assured of success. It is, however, almost absolutely treeless. There are two first-class golfers’ **hotels** close together, the *Stotfield* and the *Marine*, $\frac{3}{4}$ mile from the station, and overlooking the links and the bay, at the far end of which is the conspicuous lighthouse on Covesca Skerries, also two new churches (established and free).

Elgin (or Keith) and Spey-side (G.N.S. Railway).

Elgin to Craigellachie Junc., 12 m. (Keith to Craigellachie, 15); Ballindalloch, 24; Grantown, 36; Nethy Bridge, 40½; Boat of Garten, 45.

The line between Elgin and Keith is part of the main route of the G.N.S. Ry. between Inverness and Aberdeen.

For cyclists (*see Pink Inset*) the roads are somewhat hilly, but good, and with fine stretches of level. From Craigellachie the rail pursues the more picturesque course.

The railway between Elgin (or Keith) and Craigellachie Junction passes through very pretty scenery, especially in the neighbourhood of Craigellachie and Dufftown, where the windings of the Fiddich are followed. From Craigellachie the Spey-side branch strikes south-west, and joins the Highland line at Boat of Garten, where all trains stop. The route, following closely the windings of the Spey, is picturesque in itself, and may advantageously be adopted by those who wish to visit Elgin Cathedral on their way north or south. Pedestrians who like an easy mountain-climb with a most extensive view may quit the train at Aberlour or Dufftown (2 and 4 miles respectively on the Boat of Garten and Keith side of Craigellachie), and cross Ben Rinnes (2,755 ft.) to Ballindalloch—a walk of from 12 to 14 miles, or 5 hours. There is a first-class hotel at Craigellachie, and smaller ones at Dufftown and Aberlour, as well as a fair inn at Dalnashough, 1½ miles short of Ballindalloch station.

The Route. Proceeding due south from Elgin the line enters the Spey valley at **Roths Hotel**: *Grant Arms*). Scraps of a wall, on a precipitous hill north-west of the village, are all that remain of the *Castle*—one of the most ancient in the country, and once the seat of the *Leslies*. The *Castle* itself was burnt down by the country people nearly 200 years ago to prevent its serving as an asylum for thieves, and the stones are said to have been long ago utilized by the canny villagers for the construction of their own tenements.

At **Craigellachie** (3 m. beyond **Roths**, pronounced *Craigellachie*; *Craigellachie Hotel* (first class); *ref.-rm. opp. Station, N. side*) rail and road cross the Spey, the latter by one of the most remarkable bridges in Scotland. It is a single iron arch, 150 feet in span, and was built from the designs of Telford in 1815, at a cost of more than £8,000. Above it, on the north-west side, is a precipitous cliff, called the *Cone Rock*. The trees growing out of the crevices, and rising one above another, add greatly to the singular picturesqueness of the scene. The slogan or war-cry of the

powerful Grant clan, is, "Stand fast, Craigellachie!" but it is a matter of dispute whether this rock or one at the other extremity of the "Grant" country is the origin of it.

Dufftown. (Inns: *Five Arms, Commercial.* Pop. 1,500.) The town is a mile south of the station. It consists of a central square with a clock-tower, and streets diverging to the four points of the compass. The pleasantness of its situation, and its height (600 ft.) above sea-level, give it a claim to rank as a health resort. There is capital trout-fishing (free) in the Fiddich, close at hand. To the left of the road, between the station and the town, and on a height overlooking the Fiddich, stands the old **Castle of Balvenie**, a striking ruin. Its origin is not known, though it is popularly ascribed to the Danes, and contains a large parlour still called the "Danes' Hall." It has belonged at different times to the Comyns of Badenoch, to the House of Douglas, and to the Stewarts of Atholl, whose motto, "FVIRTH FORTVIN AND FIL THI FATRIS" may still be read on its massive front, while the national arms occupy a niche over the entrance door. The Castle was nuroofed nearly two centuries ago, and little has since been done to arrest its natural decay. In shape it was originally square, with a gateway-tower and turreted corners.

Half a mile south of Dufftown (on entering the town from the station keep straight on across the square), by the side of the Dullan Water, which joins the Fiddich close to the town, is the ancient but modernized *Church*, said to have been endowed as an Episcopal seat by Malcolm II., in gratitude for his victory here over the Danes in the year 1010, in reference whereto we read:—

"In the first shock of the battle the Scots lost three of their leaders, fell into confusion, and were driven before the enemy as far as the Church of Mortlach, then a chapel dedicated to St. Moloch. Here Malcolm uttered a short fervent prayer to Heaven, the Virgin, and St. Moloch, and vowed that if he should be enabled to retrieve the fortunes of the day, he would add three lengths of his spear to the chapel. His followers regained their courage, fell on the Danes, and totally discomfited them."

A mile beyond the church, on the opposite side of the stream, and in the midst of charming scenery, is the **Giant's Chair**, much resorted to by visitors. It is a kind of natural seat, overhanging a deep pool on the Dullan. The walk to it is up and down alongside the river. A hundred yards further, just short of a footbridge, the *Cradle*, a scooped-out basin in the rock, lies back on the right. Then, crossing the footbridge, you may return over the hill by lane and road.

On the Fiddich, $2\frac{1}{2}$ m. south-east of Dufftown, are the ruins of the old **Castle of Auchindoun**. This castle belonged to the Gordons, and was burnt three centuries ago by the Clan Chattan in revenge for their chief being murdered by Lady Gordon. She contrived to escape, but many of the retainers fell a prey to the flames. After being rebuilt it was long a Jacobite fortress. The remains consist of a square tower, surrounded by crumbling walls, crowning a bare knoll several hundred feet above the river. The site is very commanding. Westward, Ben Rinnes presents a conical peak.

Ben Rinnes (2,755 ft.). Instead of returning to Craigellachie pedestrians may with advantage make their way from Dufftown to Ballindalloch Station over Ben Rinnes, the most northerly height of any importance in the long range which has its nucleus in Ben Muich Dhui. There is a most extensive view of land and sea from the top, and the ascent presents no difficulty whatever. Those who do not visit Dufftown will most easily ascend from Aberlour, the first station on the Spey-side line. Hence the distance is a shade less. Ben Rinnes is, owing to its comparative isolation and distinctive peaks, perhaps the most conspicuous mountain in the north of Scotland.

Distance from Dufftown or Aberlour to the Top, 7 m.; from the top to Dalnashauigh Inn (Inveravon), 6; Ballindalloch Station, 8.

(a) From Dufftown the way is by road along the west side of the Dullan Water for about 4 miles; then take a track to the right for about a mile, till you reach a convenient spot at which you may turn to the left, and pursue the ridge of the hill all the way to the top.

(b) From Aberlour the simplest way is to take the main road south for

2½ miles as far as a farm called Esquibnie, and thence climb by a track to the left. It is worth while to turn to the left about ½ mile beyond the church at Aberlour, and proceed for half a mile to the **Linn of Ruthrie**, a cataract about twenty feet in height, which, after a heavy rain, rushing down a deep gorge between walls of rock and trees which almost hide it, may be heard far and wide.

The view from the top of Ben Rinnes extends across the Moray Firth to the Ord of Caithness, a little to the left of which appears the pyramid of Morven. We have seen it rising above a horizontal bank of cloud without any other apparent foundation. In the far west the mountain-masses which separate Glen Affric, Glen Camich, Glen Strathfarrer, and Glen Conon appear beyond the lower hills encircling Inverness. Southwards, to the left of the wide strath of the Spey, we see the Cairn Gorm and other giants of the Eastern Graupians, and eastwards over intervening hills, on the right of which the Buck of Cabrach (p. 37) is conspicuous, extend the plains of north-east Aberdeenshire.

The geological formation of Ben Rinnes is granite. Its highest points are tipped by tors or "scurraus," as they are called in Gaelic, the actual summit being Scurran Lochterlaich. A short half-mile N.W. of it is another scurran, which we have heard called, from their laminated disposition, the *Pancake Rocks*. They assume fantastic shapes, not unlike those which crown the gritstone edges of the Peak district. Proceeding in a westerly direction from these rocks you will, in about half an hour, enter a rough cart-track near some cottages, and in another mile strike into the main road of the Spey valley, about ¾ mile north of *Dalnashough Inn*, and opposite to *Ballindalloch Castle*, the residence of Sir George Macpherson Grant. About 100 yards short of the inn you turn sharp to the right for Ballindalloch, the direct road going on to Glenlivet and Tomintoul. From the inn the road descends to the Lodge of the Castle and the **Bridge of Avon**, a most picturesque spot. This bridge triumphed over the flood of 1829, though, as a mark upon it shows, the waters almost reached the key-stone. The Avon descends from Loch Avon, at the foot of Cairn Gorm, and is the largest tributary of the Spey, into which it empties itself a little below the bridge. For **Ballindalloch Station** take the right-hand road a few hundred yards beyond the bridge.

The railway from Craigellachie to Boat of Garten passes through a broken country throughout, and presents some very fine river bits, especially between *Aberlour* (2 m.; *Hotel*, rebuilt), *Carron* (5½), *Knockando* (8), and *Ballindalloch* (12; *Dalnashough Inn*, 2 m. on road to Tomintoul). Ben Rinnes rises on the left, and on the right are the extensive Highland moors which extend from the Findhorn to the Spey. Nearing **Grantown** (24 m.) the country opens out slightly, and beyond **Grantown**, as we pass **Nethy Bridge** (28½ m.; good *hotel*, rebuilt), the peaks and rolling ridges which culminate in Cairn Gorm and Ben Muich Dhui come into prominent view on the left, separated from us by Abernethy Forest. Then, turning abruptly to the right, the line crosses the Spey and joins the course of the "Highland" three miles north of **Boat of Garten** (good *hotel* opposite *Station*).

Grantown to Inverness by the old coach-route.

For full description of Grantown and neighbourhood, with map, see "Scotland, Part I." For Cycling, see Pink Inset.

Grantown to Dulnan Bridge, 3 m.; Carr Bridge (*hotel*), 9½; Tomatin, 18; Freeburn Inn, 19; Craggie Inn, 27; Inverness, 34.

Grantown (Hotels: *Grant Arms*; *Palace*, the old "Black Bull" rebuilt. Pop. abt. 1,600) has grown into great favour as a health-resort, its open and lofty position and the proximity of pine-woods rendering it specially salubrious. It is situated in an open part of

the Spey valley, 700 feet above sea-level. It has two stations, one on the Highland main line, $\frac{3}{4}$ mile south-west of the town, and the other on the Spey-side line of the Great North, $1\frac{1}{4}$ mile south. The town itself consists of one long wide street.

The Inverness road forks to the left a few hundred yards short of the Highland Station, passes under the line a mile further, and then skirts *Gaich Wood* nearly all the way to *Dulnan Bridge*. Here are a few houses—one with a beer license. Then it passes *Muckarach House*, and the fine old ruins of *Muckarach Castle*, built by Patrick Grant in 1598. Close to the road-side, a little way further, is a pretty little waterfall. The next object of interest is *Duthil Church and churchyard*—the burial-place of the Seafields— $2\frac{1}{2}$ miles short of the inn at **Carr Bridge**. From Carr Bridge to Inverness the road follows the course of the new railway almost to Daviot. Then, after a sharp and rough fall-and-rise zigzag across the Nairn, it runs direct down to Inverness. Inn at Craggie, $7\frac{1}{2}$ m. short of Inverness.

Elgin to Inverness (37 m.; route continued from p. 38). The country between Elgin and Forres abounds in corn-fields and pine-woods, but has little picturesque interest. The second station (5 m.) is **Alves**.

Alves to Burghead (5 m.) and **Hopeman**, 7. The only incentive for diverging along this little branch is the splendid view from the Coastguard Station at Burghead—the finest, perhaps, of all the fine views along this coast. **Burghead** itself (*Commercial*, half-way between the station and the “Head” by main street) is a featureless fishing-town on the rectangular plan, with a good harbour. As the train goes on to Hopeman, there is generally nice time—an hour or more—to walk round. The “**Head**” is a good half-mile from the station. It is only some thirty feet or so above the sea, but is like a platform thrust out for the view, which spreads from the low coast of Caithness, near Wick, in the North, to the billowy line of the Ross-shire heights—Ben Wyvis, the pointed Scur Vuillin and Strathorrin hills in the west; Ben Rinnes, reigning supreme over the wooded heights of Pluscarden, in the south; and to the Lossiemouth Lighthouse in the east. The fine sand-fringed sweep of Burghead Bay is a strong feature, as are the cones of Morven and Scaraven in the north.

We now obtain a fine view across the Firth, the mountain range extending from the bulky Ben Wyvis to the cone of Morven and the Ord of Caithness. At 9 miles from Elgin the fragments of the old *Abbey of Kinloss* are passed on the right. This is a Cistercian ruin dating from the days of David I. It was destroyed during the Protectorate, and converted into a quarry for the erection of Cromwell's citadel at Inverness (*Anderson*).

Findhorn Bay, a wide and, at low-water, slimy expanse, contracting into a channel at its mouth, now opens out on the left. Across it is seen the village of Findhorn, and 2 miles further we enter Forres station.

Forres.

Distances:—Inverness, 25 m.; Aberdeen, 83; Perth, 119; Edinburgh, 167; Glasgow, 181; London, 562. (Tour. Tic., 60s.)

Station (*refr.-rooms*, centre platform, closed on Sunday; junction with Highland main line from Perth), $\frac{1}{2}$ m. from centre of town.

Hotels:—*Royal Station*, close by station; *Victoria*, 100 yds. away; both between station and town. *Commercial*, in town. *Cluny Hill Hydro*, on side of Cluny Hill, $1\frac{1}{4}$ m. from station (from 49s. a week, fine situation).

P.O., $\frac{1}{4}$ m. from Station. Open, 7-9; *Sun.*, 9-10; chief del. 7, about 10.45, 5; *desp.*, 10.20, 3.5. *Sun.*, 10.20. **Tel. Off.** open, 7-8. *Sun.*, 9-10.

Pop. abt. 4,500. **Market Day**, Tues.

Golf Course on Findhorn Bay, 3 m. distant. See p. xx.

This town, situated on gently rising ground to the east of the station, between it and Cluny Hill, has a somewhat quaint, old-world look, arising to a great extent from the many gable-ends which it presents to its main and almost only street. The *Court House*, a decorated *Cross*, and an *Antiquarian Museum* are its special interior attractions. Between the town and the station too is a granite *Obelisk* in memory of Dr. Thompson, a native of Cromarty, who attended the wounded in the battle of Alma, and lost his life through his devotedness.

The **Nelson Monument**, to the east of the town and above the "Hydro," is the most prominent object about Forres. It commands an extensive prospect across the Moray Firth to the Ord of Caithness, the long level back of Ben Wyvis, and the graceful peaks of the more westerly Ross-shire hills. Parts of ten counties are visible. The key is kept at the cottage.

There are several objects of interest near Forres which make it much more worthy of a halt than the casual traveller, taking a passing view of the surrounding country, would imagine. Every antiquarian should visit **Sweno's Stone**. This remarkable relic is half a mile north-east from the centre of the town ($1\frac{1}{2}$ m. from the station) on the left-hand side of the Kinloss road. It is of gray sandstone, 23 feet high, 4 ft. broad at the base, and about 15 inches thick, and divided into compartments which have been carved with time-worn figures of men and animals. It represents battles between two factions of Picts, and was probably erected by the king of Alba or by the Morman of Murray; this is shown by its being headed by the Pictish "elephant symbol." There are no Runic characters on it, and the so-called "Runic knots" are ordinary Pictish interlacing. See Dr. E. W. B. Nicholson's authoritative note on this stone in "Social England."

From the stone, returning about $\frac{1}{4}$ mile along Victoria Road, you may wind up by an obvious track to the Nelson Monument, on the far side of which is the cemetery. From the station or town, however, the following is the best route to include the chief objects of interest in a round of about 3 miles:—

From the station go up the main street, past the *Cross* and, where there is a widening, turn right, along *Tolbooth St.*, passing the *Falconer Museum* and the *Market Hall*. Then left of a chapel which faces you, up *St. Leonard's Road* (the way to the Hydro) till you come to a steep pitch on the left leading immediately up to the **Cemetery**—one of the most tasteful and charmingly situated in the kingdom. At the entrance-lodge obtain the key of the **Monument**, which is reached by quitting the cemetery at a gate higher up on the left. Broad walks lead to it. The tower should be ascended because from the base the view is obstructed

by trees in every direction except north. From the top the panorama is wide and beautiful. The cone of Morven, in Caithness, is the striking feature to the north; a little N. of W. Ben Wyvis rears his long bulky frame; more to the left, almost due W., are the peaks of Scur Vuillin; and, S.W., the Ross-shire heights about Strath Orrin, Glen Affric, and Glen Cannich. Southward all is fir-wood and ragged moorland, above which, S.E., Ben Rinnes displays his bold outline.

Winding down northward you enter the continuation of High St.—*Victoria Road*—about a mile from the station and $\frac{1}{4}$ mile from Sweno's Stone (*see map*).

There are two other **Obelisks** in the neighbourhood of Forres, well worth the attention of the antiquarian—one at *Altire*, $2\frac{1}{2}$ miles south of the town; the other ("a typical Pictish boundary stone"—Nicholson) in the grounds of *Brodie Castle*, $4\frac{1}{2}$ miles west of it. Beyond the former, and 3 miles from Forres, is *Altire House*, an elegant baronial residence, and the seat of the ancient family of Comyn.

Excursions.

(1) **The Findhorn Glen.** This glen is as singular as it is beautiful. Hundreds of tourists pass within a mile of it by rail without a suspicion of its existence, and yet, of its kind, it is incomparably the finest glen in Scotland—utterly different in style but equal in beauty to Glen Affric and Glen Lyon. Like the Roslin glen it is a deep winding rent in the ordinary level of the surrounding country, but on a far grander scale, and unadulterated by the refuse of paper mills. Its nearest counterpart south of the Cheviots is, perhaps, the lower Wye between Goodrich and Chepstow.

The finest part of the glen lies to the right of the road between 5 and 7 miles south of Forres, extending 3 miles by the windings of the stream. Carriages (*single abt. 9s. 6d., pair 19s., or, returning by Daltulich, 12s. 6d., 25s.*) set down their occupants either at Sluie (5 m.), or at Relugas (7 m.), and pick them up again at the other of those two places. Cyclists can only ride direct to Sluie, and thence follow the path up the glen on foot, returning the same way, unless they get a boy at Sluie to take on their machines by road to Divie Bridge. Pedestrians should take train to Dunphail and walk back to the bridge over the Divie at *Relugas* ($1\frac{1}{2}$ m.; *see map; cut off sharp corner of road*). Then (*Wednesday only*), before going down-stream by the path to the right on the near side of the bridge, they should cross the bridge (there is also a very pretty path for a mile or so *up the Divie*), and a little beyond it enter a path through a gate on the right, descending to **Randolph's Leap** (*see next page*) and a stone with the inscription "Findhorn and Divie here met in flood Aug. 3 & 4, 1829."

From the bridge a path goes above the east side of the Findhorn to Sluie, presenting a succession of splendid views into the rushing stream below—flanked by the most picturesque combinations of rock and wood. About **Sluie** the valley expands and the rocks change to a glowing sandstone, beneath which the river pursues a

serpentine course. On the way are one or two Latin inscriptions—one recording the construction in 1856 of these beautiful paths.

From Sluie it is best not to go straight into the main road, but to turn left in from 300 to 400 yards by a road that again reaches the stream and enters the main road in $1\frac{1}{2}$ miles, a good 3 miles short of Forres.

Relugas House, formerly the home of Sir Thomas Dick Lauder, who, amongst other works, wrote a full account of the unparalleled Moray floods of 1829, is placed on a promontory formed by the Findhorn and its tributary, the Divie. The former river, a short distance above the confluence, forces its way through a rocky little gorge called **Randolph's Leap**. Randolph was first Earl of Moray and Regent of Scotland. Before the building of the Bridge of Daltulich, $1\frac{1}{2}$ miles higher up the stream, there was a bridge here, which is said to have been washed away and rebuilt as often as 20 times in one year. In the great flood of 1829 the water attained a height of 50 feet above its ordinary level. This famous flood, which was remarkably partial in its visitation, had its origin in the Monadh Liadh hills between Loch Ness and the Spey valley, and in the Cairn Gorm group. It devastated the banks of the lower Spey, the Findhorn, the Nairn, and the Avon, in many parts permanently diverting their courses, and sweeping away a multitude of bridges. Those which withstood the charge were henceforth looked upon like so many heroes who had fought and survived some desperate hand-to-hand encounter,—the Bridge of Avon at Ballindalloch, to wit, already referred to (*p.* 43). The gardener at Huntly Lodge, far away from the mountains, registered $3\frac{3}{4}$ inches of rain between 5 a.m. on the 3rd of August and the same hour on the 4th.* At Relugas so wide were the windows of heaven opened that, to use the expressive language of the chronicler, "the very air itself seemed to be descending in one mass of water on the earth." In the valley we have just described a rise of 40 and 50 feet was recorded.

(2) **Blervie Tower**, $3\frac{1}{2}$ miles S.E., consisting of an ancient tower five stories high, from the top of which a splendid view of the surrounding country may be obtained. The fire-place of the old hall bears the date 1398.

(3) **Burgie Tower**, 4 miles E., and 2 miles S. of Kinloss Station, similar to Blervie, and displaying several architectural peculiarities.

(4) **Darnaway Castle**, 4 miles S.W. of the town, whence it is reached by crossing the fine suspension-bridge over the Findhorn—or $2\frac{1}{2}$ m. from Brodie Station. Carriage from Forres, single 7s. 6d., pair 12s. 6d. The House itself, Italian in style and mostly modern (1802-12), is one of the principal seats of the Earl of Moray. Queen Mary held a council here in 1562. The Hall, built by Randolph Moray, is said to be capable of holding 1,000 men-at-arms. It has a "hammer-beam" roof of oak with fine ornamental carvings, and contains many interesting relics and fine portraits—including "Charles I." by Van Dyck. At present neither Castle nor grounds are open to the public. There are beautiful woodland walks between the Castle and the Findhorn.

(5) **Culbin Sands**, 3 m. north, to the west of Findhorn Bay. The ground occupied by these sands, about 4,000 acres in extent, was two centuries ago the finest estate in Morayshire, and reached from the mouth of the Findhorn to Nairn. Many of the dunes are 100 feet high, and the whole district is one of intense desolation.

(6) **Pluscarden Abbey**, 9 m. Carriage, single 11s. 6d., pair 21s., or, including Elgin, 13s. 6d. and 26s., see *p.* 40.

Forres to Nairn (10 m. Route continued from *p.* 44). Half a mile beyond Forres the line is carried over the Findhorn by an iron girder-bridge, and three miles further crosses the picturesque **Muckle Burn**, close to Brodie Station (4 m.) and Castle, a modernized building surrounded by fine timber. A mile beyond

* At the head of Great Langdale, in the English Lake District, 4.90 inches were registered between 9 a.m. Sept. 30 and the same hour Oct. 1 in 1890.

this and half a mile south of the railway is *Hardmuir Wood*, wherein *Macbeth's Hillock* is the reputed "blasted heath" on which Macbeth asked his way to Forres of the witches. "The sublimity of the moor," says Hugh Miller, "depends in no degree on that of the heath near Forres, whether seen in foul weather or fair; its topography bears relations to nothing but the mind of Shakespeare, and neither tile-draining nor the plough will ever lessen an inch of its area."

Hence to Nairn, cornfields, reclaimed from the heath, and fir-woods alternate. (Fine view N. from *Auldearn*, $7\frac{1}{2}$ m.) A few yards short of the station the river Nairn is crossed.

Nairn.

Station:— $\frac{1}{2}$ m. from centre of town; $\frac{3}{4}$ from shore. No refr.-rm.

Distances:—(*By rail*), Inverness, 15 m.; Forres, $9\frac{1}{2}$; Elgin, $21\frac{1}{2}$; Grantown, $32\frac{1}{2}$; Aberdeen, 93; Perth, $128\frac{1}{2}$; Edinburgh, 175; Glasgow, 191; London, 571 (*Tourist Ticket*, 60s.).

(*By road*—from centre of town) Inverness, $15\frac{1}{2}$; Forres (Town Hall), $10\frac{1}{2}$; Elgin, $22\frac{1}{2}$; Cawdor, $5\frac{1}{4}$; Grantown, $23\frac{1}{2}$.

Hotels:—*Royal Marine*, well placed on the shore, short mile from station ('bus); *Station*, High St., $\frac{1}{4}$ m. from station (a new well-equipped house); *Royal* (old-established), High St., $\frac{1}{2}$ m. from station ('bus). Several private hotels, mainly for golfers. **Lodgings** rather scarce; reasonable; height of season August and September. Most visitors take villas by the month. Agents: Dallas, High St.; Mackintosh, High St.

Golf Course:—W. side of town; 3 miles long, 18 holes. Charge for visitors, 5s. a wk. first fortnight; 2s. 6d. a week after. **Ladies' Course** (easy), close by at nearer end. **Artisans' Course**, across river.

Tennis Lawn:—Albert St., 6d. an hour.

Bowling Green, close by, 2s. a wk., 5s. mth.

Episc. Ch. behind the U.F. Church (High St.), which is conspicuous from its handsome spire. The modern Parish Church (Academy St.) is equally recognizable by its tower. The old one is a ruin, close to the river-side and Board Schools. All the churches are on the fringe of the town.

Baths on sea-shore W. end of town. Good sea bathing, with machines.

Local Papers:—*Nairnshire Telegraph* (1d.), Tu. even.; *County Press* (1d.), Fr. Aberdeen "Dailies" obtainable 8 a.m.; Edinburgh and Glasgow, 10.30 a.m. Res. Pop. 5,000.

Nairn is an ancient borough, and the capital of a county. Still it is only within comparatively recent years that it has assumed the appearance of anything more than an ordinary coast fishing-town, and even now, with the exception of an attractive main thoroughfare—High Street—the older part of it is mean and insignificant. The *old cross* now stands in High St. at a corner of the *Royal Hotel*. The town has grown apace westward, and, though the construction of the direct route to Inverness from the South has put it on a siding for visitors from that direction, it continues to flourish like a green bay-tree, and is constantly spreading. Fine

G O L F C O U R S E
(18 Hole)

LADIES COURSE

Achareidh

Newton

New Parish
Ch

NAIRN

Scale of $\frac{3}{4}$ Mile

From Inverness & Ft. George

Brunswick Co.

Lodgehill
West

F I R T H



air and an exceptionally dry climate, with a sandy porous subsoil, and everything conducive to a good appetite, go a long way for accounting for this. A "purer and diviner air" it is hardly possible to breathe round our coasts. From an English point of view, however, Nairn is more inland than seaside. The old proprietors of the sea-frontage erected their villas, and barricaded them with walls about twice the height of ordinary humanity, so that with the fisher-folk hemming it in on the east, and the golf-ground extending some miles on the west, there is very little space for a terrace or crescent facing the sea, and visitors take up their abode in the pleasant villa residences which extend from the railway station to the foreshore.

The extent of the enclosure may be judged from the plan. It is bounded by the Marine road, and a line drawn at the back of Albert and Victoria Streets.

There is, however, a breezy stretch of gorsy, grass-grown sand lining the shore, whereon is a spacious bathing establishment with a capital swimming-bath. Also a good long walk, with seats which hardly do credit to a place which boasts the title—ridiculous enough—of the "Brighton of the North." Except the sea, the two places have nothing in common.

Except the **Town and County Buildings**, erected 1818, and crowned by a most useful clock-tower, and the **Public Hall** (containing the *Museum* with an interesting cabinet of minerals), both in High Street, Nairn has no public buildings of importance. At the divergence of Leopold St. and High St. (the two forming the main artery of the town), is a statue of Dr. Grigor, a public benefactor, and, further on where the Cawdor (and station) road forks to the left, a stump obelisk to a schoolmaster who served Nairn for 40 years.

N.B.—The right-hand fork from the obelisk, formerly the Culloden road, is now a blind alley, blocked by the railway.

The mansion with a conspicuous tower rising from the trees, to the west of the town, is *Newton House*, the residence of Sir R. B. Finlay, M.P.—late Solicitor-General.

The town itself and the country round for several miles are almost flat, but in the rear, beyond the Nairn river, the hills rise to a considerable height, and afford a number of beautiful drives or rides, while the view from the shore across and up the Moray Firth is, except for this coast generally, well nigh unique.

The View. Consult Section Map 5, opposite p. 75. Taking our stand in front of the little shelter between the Marine Hotel and the Baths, we look just along the line of the outer wall of the latter to the far-off heights of Ross-shire—Scur Vuillin ("Vullin"), just above Achuasheen, on the Skye railway, showing its sharp, unmistakable peak. To the left of it is the range between Strathconon, Strathorrin, and Glenstrathfarrar, while to the right and much nearer Ben Wyvis rears his long ridge—just like an elephant's back. Still more to the right are the heights of the Freewater Forest, sacred to the deer, and then there is nothing of note till we turn due north and look over the lessening promontory of the Black Isle to the hills of Caithness, Morven, one of the most conspicuous peaks in the north of Scotland, appearing a little to the left of the lighthouse on Tarbat Ness at the entrance to the Dornoch Firth, while to the right of it the Ord of Caithness sinks into the sea. The rival "Sutors" guarding the entrance to the Cromarty Firth are just opposite. North-eastward the prospect is limited by the Culbin Sands.

There is, of course, **boating** at Nairn, but we do not advise visitors to essay short cuts to the Black Isle opposite. It is

about even chances that they will either get becalmed or find the current too strong.

For the **cyclist** Nairn is a happy hunting-ground. He is not plagued with "setts" or cobbles in the town itself, and in both directions, east and west—to Elgin and Inverness respectively—there is a good stretch of nearly level country, while inland he may in a few miles rise gently to eminences which command lovely views—extensions of the one we have described from the foreshore. For the beginner Albert Street and Seabank Road are ideal practice-grounds. The roads are "good to fair." One fine run, *always* to be taken in this direction, is to Inverness by Culloden Moor—not only for the interest attached to the battlefield, but for the grand view in descending from it to Inverness (described from Inverness, p. 57). Another, somewhat more laborious, is by Forres and Pluscarden Abbey (p. 40); a third, Grantown way. This is most comfortably done by taking train to Grantown (650 feet above the sea) or Dava (1,000), and returning by road. By turning aside to Sluie, and depositing your machine there for an hour or two, you may visit on foot the finest parts of the Findhorn Glen (p. 46).

* * All cyclists should purchase the "Nairnshire Cyclists Guide," by E. K. Hall, which gives an exhaustive and accurate description of every possible route out of Nairn for many miles round. It is published by Geo. Bain, of Nairn, and is illustrated by a map of the routes. *Price 6d. New Edition.*

Cawdor Castle and Burn, $5\frac{1}{2}$ miles S. by W., 'Bus from Royal Hotel, three times a day (ret. fare, 1s. 6d.) The Castle is only open (with special permission from the factor at Nairn), on Thursdays from 3 to 5. The 'buses return at once from Cawdor, so it is best to assure yourself of admission, or walk, cycle, or hire a conveyance (abt. 9s.). *Inn*:—*Cawdor Arms*. The road passes under the railway east of the station, and in a short 2 miles crosses the river Nairn by an iron bridge, pursuing thence a somewhat circuitous route, which will be best seen from the map. The Castle itself is a venerable-looking building surrounded by a moat and approached by a drawbridge. Its oldest part, the tower, dates from 1454. The trunk of a hawthorn tree, which still remains in the lowest part of the tower, has given rise to the tradition that the stopping of an ass laden with gold at this particular tree decided the site of the Castle. Of other trees—noble forest ones—there is a goodly array round the building. The entrance is overshadowed by fine wych-elm. The *interior* is chiefly noted for its tapestry—scriptural and other subjects—notably the adventures of Don Quixote. Note also, in the drawing-room, the old bell and the "wee" pokers; the fire-places and the chimney-pieces; and an underground old hawthorn tree—or rather trunk. The climb to the tower should be made. On the way we pass the chamber in which the "gentle Duncan" was assassinated by Macbeth, adorned with suitable pencil drawings by distinguished visitors, but having a decidedly modern appearance. Something very like the way up to it, however, appeared in a representation of "Macbeth" at the Lyceum Theatre. From the walk round the top of the tower—easily reached—there is a very charming view. Close below are the beautiful gardens and richly-timbered lawn of the Castle; away to the north, the churches of Nairn and the hills of Ross, Sutherland, and Caithness; across the Moray Firth: westward, over the trees, the tower of Kilravock Castle.

Duncan's bed-chamber is not the only anachronism at Cawdor. Over the dining-room chimney-piece we have two monkeys smoking pipes, *before* the birth of Sir Walter Raleigh.

Through the grounds a walk—and every one should follow it—leads to the side of the *Cawdor Burn*, or *Burns*—for there are two branches—beautiful little defiles, above and between which high up, along the edge of the rock, you may enjoy a delightful woodland ramble. If time is an object, your best plan is to follow the more easterly branch, called the *Hermitage Burn*, by a path which continues high up above it for nearly two miles, and then joins the road at a spot where you may order the carriage to meet you, and whence you may return to Nairn by a more direct route than that through the village.

The return may also be made by **Kilravock** (pron. "Kilrawk") **Castle**, on the Nairn River, 3 miles west of Cawdor. This also consists of a square tower, built in 1460, and more modern additions. Just before the battle of Culloden, Prince Charles Edward and the Duke of Cumberland were entertained

here on successive days. The Castle has been occupied for several centuries by the Rose family. It is not usually shown. The grounds are very pretty. The distance hence to Nairn is 8 miles.

Nairn to Inverness (*Route continued from p. 48*), 15 m.
Pine-woods and corn-fields still border on the line till we reach

Gollanfield Junction (6 m. from Nairn). Hence a branch goes off to **Fort George**, as the station is called, but the terminus is really **Campbelltown**, an insignificant village, with several little inns (*Vine, Star, &c.*), nearly two miles short of the Fort (cars meet trains). The way is across a sandy unenclosed isthmus (bad for cyclists). The Fort (a military dépôt) owes its existence to the disturbances of "the '45." It is an interesting walk of $\frac{1}{4}$ hour round the ramparts, within which are the soldiers' quarters. All-round views very good. The Fort is in a line with the Caledonian Canal, at the other end of which is Fort William. The "dish-cover" of Mealfourvie is conspicuous, rising to the right of the trough of the canal. Johnson and Boswell were entertained at Fort George.

There is a "happy-go-lucky" **Ferry** (1 m.) across from Fort George to Chanonry Point, which is nearly two miles from **Fortrose** or **Rosemarkie** (*p. 60*).

Beyond the next station, **Dalcross**, 9 m., we note on the right, *Castle Stuart*, a 17th century erection built by the Earl of Moray. Then the line draws close to the sea at *Allanfearn* (late Culloden), 12 m.

For a description of the battlefield, see p. 57.

Beyond Culloden a fine view is afforded over the Moray Firth and the entrance to Beaulieu Firth. A mile short of Inverness the line passes almost under the Barracks of the Cameron Highlanders. **Inverness Station** is a terminus, the rails both north and south going out the same way. Just short of it the new direct line (*p. 6*) converges.

Inverness.

Railway Station (*ref. and din.-rms.*) near centre of town.

Distances :—Fort William, 63 m.; Oban, 98; Aberdeen, 108; Blair Atholl, 82; Pitlochry, 89; Dunkeld, 102; Perth, 118; Edinburgh, 166; Glasgow (by land), 181; (by water), 213; London (by Forth Bridge), 561; (by Carlisle), 568. Tour. tic., 60s.

. These railway distances are by the direct route *vid* Carr Bridge. The old route, *vid* Forres, is 26 miles longer.

Hotels :—*Station*, adjoining station; *Royal*, opposite station; *Waverley* (temp.), *West End* (temp.), Union St., 2 min. from station; *Palace*, *Victoria*, by the river-side, across Susp. Bridge; *Caledonian*, Church St.

Also *Imperial*, opposite station; *Glenalbyn*, across suspension bridge; *Gellion's*, Bridge St.; *Washington* (temp.), 3 min. from station.

Churches :—Episcopal, *St. Andrew's Cathedral*; Ch. of Scotland, *High*, N. end of Church St.; *R. C.*, Huntly St., across river, etc.

P.O. (Queen Gate, 2 mins. N.W. of station):—Open 7–9. *Sun.* 9–10, 2.40–3.40; chief del. 7 and 10.30 a.m.; desp. 10.40 a.m.; 3.20 and (except Sats.) 10 p.m. *Sun.* 9.40 a.m. **Tel. Off.**, open always.

Pub. Baths:—Montague Row, across Bridge.

Newspapers :—*Inverness Courier*, 1d., Tu. and Fri.; *Northern Chronicle*, 1d., Wed. Edinburgh and Glasgow papers arrive abt. 9.30.

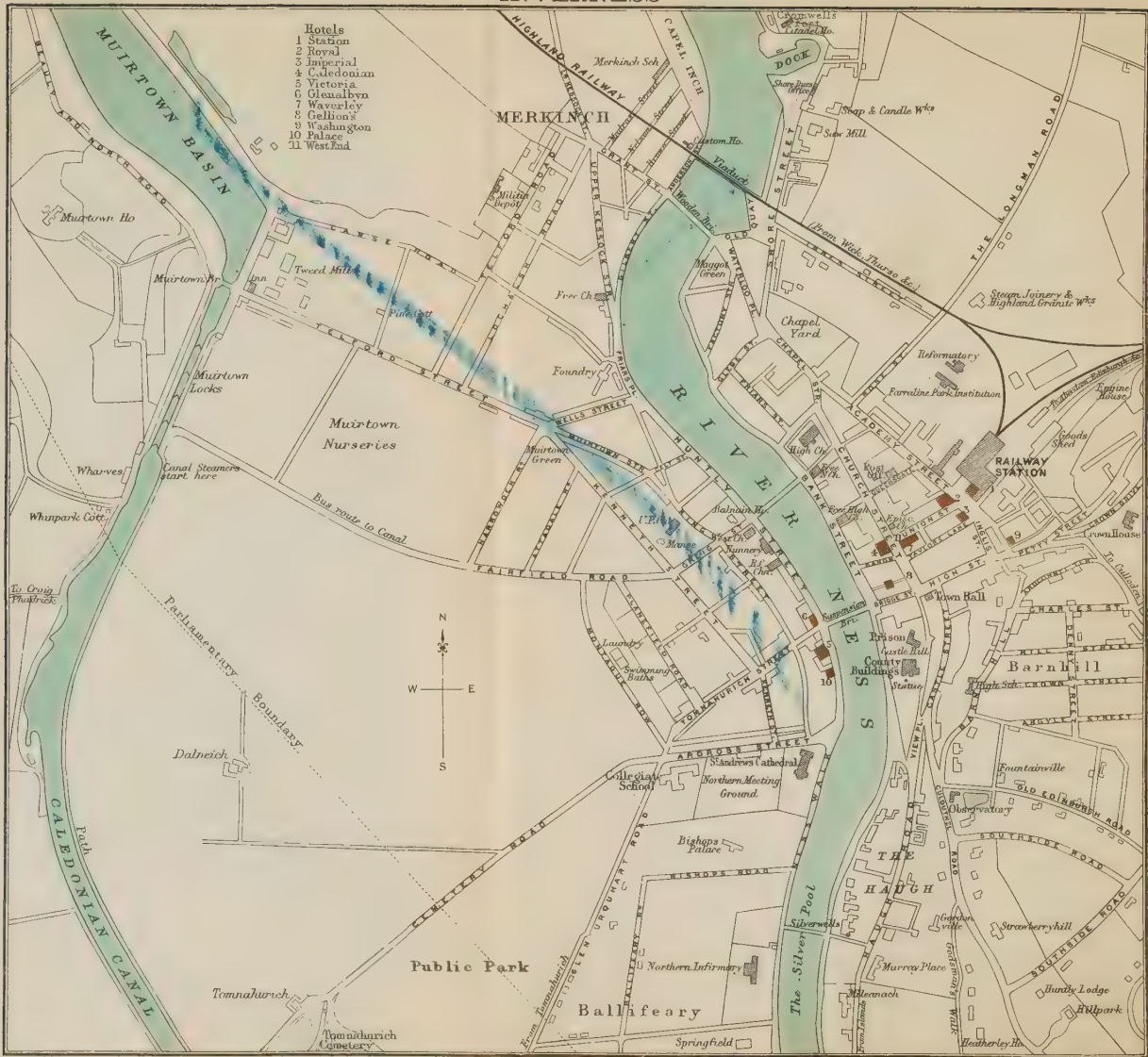
The **Northern Meeting** and **Games** are held about the third week in September, and last 2 days. Rooms should be secured in advance.

Pop. (1901), 21, 193. **Market Days**, Tues. and Fri. **Market Hall**, Academy St., nearly opp. station.

Golf Course. See p. xx; increased to 18 holes.

Situated at the eastern extremity of the long mountain-barrier which stretches across the country from the Moray Firth to the west coast, Inverness forms by far the most convenient if not the only portal to the Northern Highlands, except for such as approach by the sea-route from Oban to Gairloch and Lochinver. In itself, its essentially modern look is apt to disappoint those who have formed high expectations from the important place it holds in the roll of Scottish history. As a town it is remarkably clean, well built, and in places handsome. Its river, broad, swift, and clear, is as pleasant a sight as the eye can wish to look upon, and the surrounding country, rich and varied rather than grand or impressive, has a charm not only in itself, but to a far greater extent as a foreground to the splendid array of mountains which is visible, from the many vantage points within easy reach of the town. The hotel accommodation is good and abundant. After briefly enumerating the objects of interest in and about the town itself, we shall describe in detail the several excursions in the neighbourhood which raise its character above that of a mere halting-place. Tourists who arrive at Inverness one afternoon and depart the next morning will probably carry away with them no other impression

INVERNESS



than that of a busy, prosperous town in a fair and fertile valley. Those who stay long enough to explore the neighbourhood will lay up a store of delightful memories.

A half-day's walk through the town and its immediate vicinity may be made to include all the noteworthy objects within that area. The best route to take is as follows:—

Union Street, Church Street, Castle Street, View Place, The Islands, Tomnahurich ("Hill of the Fairies," on which is the Cemetery), the Cathedral, and back over the Suspension Bridge.

In front of the station is a monument in honour of the officers and men of the Cameron Highlanders who perished in Egypt (1882-87). Note the fez.

Union Street is a short but modern thoroughfare of shops, hotels, and offices. Turning to the left, at the bottom of it, opposite the *Caledonian Hotel*, we reach in a few yards the end of High Street, of which Bridge Street forms a continuation. **High Street** is the oldest important thoroughfare of Inverness. Nearly opposite, as we enter it, is the new *Town Hall*, a handsome Gothic building, after the now popular pattern of civic architecture. Its chief apartment is a large and lofty Assembly Hall. It has stained windows with the arms of the chief Highland clans, and a collection of portraits—local and other celebrities. In front of it, left of the entrance, and nearly buried in a flight of steps, one of the two antiquities of the place, the *clach-na-cùdainn*, or "stone of the tubs" (the "palladium" or, as Scott put it, the "charter-stone" of Inverness), so called from its having been in former days, before waterworks and reservoirs came into fashion a depository for the tubs or stoups of the water-carriers. The steps form a base for the other antiquity—an *old cross* dating from 1685, which has lately been restored by Sir R. B. Finlay, late Attorney-General.

Castle Street rises from the east side of the Town Hall, and near its upper end, on the right hand, is the entrance to the Castle Yard. Seats are placed here, from which a very pretty view to the wooded heights of Craig Phadrick may be enjoyed. Almost immediately below is the Cathedral, and the long ridge of Ben Wyvis, the dominant mountain of Inverness, is seen in the north-west. Also Tomnahurich (p. 54), a solitary wooded mound, to the left.

On this terrace a beautiful memorial, cast in bronze, to Flora Macdonald was unveiled in the autumn of 1899. The inscription quotes Dr. Johnson:—"The preserver of Charles Edward will be mentioned in history, and, if courage and fidelity be virtues, will be mentioned with honour."

The **Castle** is a modern castellated building of red sandstone. It is used as the County Court. The original Castle of Inverness is supposed to have stood some distance from the present one, on the site now occupied by Victoria Terrace, and to have been razed to the ground in the 11th century by Malcolm of the "Big Head." The name "auld castle" clung to this site for many centuries. The succeeding structure was on the present

site. After many vicissitudes and restorations it was probably burnt by Donald Dhu in 1501. A few years later a third one, the first of any architectural pretensions, was built by the Marquis of Huntly. This stood till 1746, when it was blown up by the troops of Prince Charles Edward. The present castle was built in 1834, and the buildings alongside in 1846.

Proceeding a few hundred yards along the continuation of Castle Street called *View Place* and *Murray Place*, we may enter, by a narrow opening on the right, through a turnstile, what was formerly **Godsman's Walk**—a long narrow terrace between a wall on the left and iron railings on the right. Hence there was a view more extensive and commanding than that from the Castle, but it is now so obstructed by foliage that nothing is to be gained by the diversion.

It is better to descend direct from the Castle by *View Place* and *Haugh Road* to the **Islands**. These are three in number, and are connected by foot-bridges. They derive their chief beauty from the splendid trees and shrubs which grow upon them. Glorious beeches overhang the water; oak, ash, fir and hazel all thrive, and amongst the shrubs the rhododendron is conspicuous, while the ground is in places carpeted with blue-bells. The chief current of the river runs west of the islands in a swift and arrowy course, and the mainland on the western side is gained by a suspension bridge, whence *Tomnahurich* is best reached by taking the path up-stream, which bends to the right in a quarter of a mile. The **Cemetery** on **Tomnahurich** is thus entered through its southern gate. It is open from 6 a.m. to 8 p.m. on week-days and from 1 to 6 on Sundays. The hill is nearly two hundred feet high and is ascended by a broad well-kept zigzag drive more than half a mile in length. The tombstones occupy the flattened top of the hill and line the drive at the foot of it. The most beautiful is, perhaps, one in the latter position just above, on the left, 300 paces from the chief entrance-gate, inscribed to Lydia Jane Thomas (*d.* 1876) and her husband (*d.* 1887). It represents an angel with a torch. The top of the hill has been levelled and forms a plateau about 300 yards long and forty yards in width, intersected by straight rectangular walks and surrounded by trees. Among the most prominent monuments are those of Provost Mackintosh and John Fraser. A local peculiarity is the placing of statuettes on the tombs. The views between the trees, up and down the valley of the Ness, with the town to the north, and the Caledonian Canal pursuing a serpentine course almost at the foot of the hill to the west and south, are very beautiful. The large building westwards, on the side of Dunan, is the Lunatic Asylum.

Descending again and quitting the cemetery by its northern gate, we make for the town, $\frac{3}{4}$ mile distant, by a broad and uninteresting road. A little short of the Cathedral the *Collegiate School*, the *Northern Meeting Ground*, and the *Bishop's Palace* are passed on the right.

The **Episcopal Cathedral of St. Andrew** (open 8 a.m. to Evensong, except between 1 and 2. Choral Services, Sun., 11, 6.30; Matins, W. & F., 11; other weekdays, 10.15; Evensong, 6. Not choral on weekday mornings), which we now reach, is the chief architectural ornament of Inverness. It rises from the west bank of the river, a short distance above the chief suspension-bridge. The date of erection was from 1866 to 1869, and the architect was Alexander Ross of Inverness. Decorated in style, the building comprises nave with aisles, choir with apsidal termination, transepts, and chapter-house. The very slight projection of the transepts beyond the aisles—a characteristic Scottish feature—detracts from the gracefulness which it otherwise displays as a whole. Towers which it is intended to crown with spires, rise from the more northern angle—for the church is built rather *secundum flumen*, than with any regard to the points of the compass. The main doorway beneath is surmounted by a finely-carved representation of Christ sending forth His disciples into the world, with figures of the Evangelists on each side. The pink tint of the stone, somewhat like that of Hereford, imparts a warmth of aspect to the whole, both inside and out.

Inside, the main pillars, round and forming four bays, are of polished Peterhead granite, with freestone capitals. The light iron Screen allows the full length of the building to be seen at once. The Pulpit is of Caen freestone, supported by native granite columns, and containing three bas-reliefs, separated by shafts of green Kilkenny marble. Note the carving at the base and the Scottish pebbles, found in the Ness. The Altar and Reredos are of Caen stone, Devonshire marble and alabaster, the altar itself being supported by shafts of serpentine, in the spaces above which are crystals of Derbyshire spar. The Bishop's Throne is of solid oak richly carved; the Litany Desk also of oak, and the Lectern of brass. The windows of the clerestory, each in three divisions, are good; those of the aisles poor; the West Window, of five lights, representing the Resurrection, is in memory of Bishop Eden, the late Primus, and the chief promoter of the building.

In the Baptistry, under the north-west tower, is the Font, over which broods a Guardian Angel, beautifully sculptured in white marble—the gem of the Cathedral, and copied by the sculptor, Mr. Redfern, from a work of Thorwaldsen, at Copenhagen. Note also the “Crown of Thorns.”

The Chapter House stands at the south-east corner of the building, and is octagonal in shape.

The Cathedral cost about £20,000, and contains sittings for more than 800 people.

Higher up the river ($\frac{1}{2}$ m.) is the Infirmary, opposite which a footbridge crosses to Russel Place. Our way, however, is over the main **Suspension Bridge**, which, if we may hazard a guess, is from a picturesque point of view a sorry substitute for the old structure, which was washed away by a flood in 1849. In crossing we obtain a full view of Ben Wyvis.

Cromwell's Fort, &c.—A pleasant sea-side walk or drive of about 3 miles may be enjoyed *when* the tide is well up, by going northwards from the station by Academy Street, and skirting the shore all the way round, over the Longman's golf-ground, till you cross the railway and join the Nairn Road, close to the New Barracks. *Cromwell's Fort*, a bit of a tower and earthwork, is of no interest, except that the stones of Kinloss Abbey and Fortrose Cathedral were pilfered for its erection. The greater part of it was destroyed at the Restoration.

Opposite to it is an old and curious windmill. Beyond it, as we pass round the level promontory, a capital view is obtained up the Beaully Firth, and down the Moray Firth.

The Neighbourhood of Inverness.

(Map *opp.* p. 65.)

Craig Phadrick (about 550 ft., 5 m. *there and back*) is the wooded hill due west of Inverness, which brings to an end the long billowy range extending northwards from Drumnadrochit on the west side of Loch Ness. The view from it is greatly obstructed by trees, and not equal to that from the loftier height of Dunain about $1\frac{1}{2}$ miles farther south, and approached by the same road, as far as the turn for the Lunatic Asylum, half a mile beyond the crossing of the Caledonian Canal at Muirtown. The walk, for all that, is a very pleasant one, and those who have an eye for vitrified forts may detect one somewhere about the summit.

To reach the Craig, turn to the right on the far side of the Suspension Bridge, and then left along the road which leads directly to the steamboat-quay of the Caledonian Canal. Cross the lock and go left for 150 yards as far as some cottages, on the near side of which turn up-hill to the right. Then left and right again, as directed on the map. A straight rise succeeds, $\frac{1}{2}$ mile up which, where the wood commences, turn in through a gate on the right, and ascend by the right-hand track of two or three which diverge in a few yards. This track, a footpath, winds up to the top, round which you may walk by a tangled path, admiring the successive peeps through the surrounding foliage. The town on one side, and the nearer hills of Ross-shire and Inverness-shire on the other, together with the Moray and Beaully Firths constitute the view.

There is no occasion to retrace your steps. A path leading north-eastwards takes you down to a farm, into a road, and then again by an obvious track to the steamer-quay, a few yards beyond which is the Muirtown Hotel.

Another pleasant stroll (5 m. all told) *also* when the tide is up, is along the shore to **Clachnaharry** (the "Watchman's Stone") or, perhaps better, take the main road past Muirtown (*inn*) not the steamer lock (*see plan*) in going, and return by the shore.

At the inn cross the canal and continue along the road for about $\frac{1}{2}$ mile. Then turn up left between two big round gate-posts. In 3 min. right again by a lane which, after passing above Clachnaharry Station and Pillar, brings us in about $1\frac{1}{4}$ miles from Muirtown to an exquisite view across the Beaully Firth to

Ben Wyvis and the mountains of Strath Orrin, Strath Conon, and Strath Glass; still better if from the view-point, just where a cottage comes into sight in front you turn up a rough track to the left between tall gorse-bushes and on the outskirts of the thick fir woods of Craig Phadrick, and struggle up to the first clearing—a cultivated field—reached in 6 minutes.

In returning pass down by a cottage just over **Clachnaharry Station**. On a rock in a wood strewn with huge boulders you pass a pillar with the inscription "Munro, Has inter rupes ossa conduntur, Clanchattan, Regnante Jacobo IIndo." There is a wayside inn at Clachnaharry, whence cross the line and the canal on the Inverness side, and go along the sea-wall to the ferry at **Kessock (inn)**, **Thornbush (inn)**, and *Cupel Inch*, re-entering the town by the wooden bridge close to the railway viaduct.

Culloden (Drummossie) Moor.

The new direct line from the South to Inverness has brought Culloden Moor within a mile of its station (distant from Inverness $6\frac{1}{2}$ m.; *ret. fare*, 1s. 6d.; 500 ft. up), and as it is a splendid descent from the Moor to Inverness, facing the scenery all the way, and an unremunerative tramp or cycle ride taken the reverse way, it is absurd to describe it as an *outward* road-trip from Inverness. Indeed, the coach has ceased to run. The pedestrian may take train to Allanfearn (late *Culloden* station) and thence ascend the $2\frac{1}{2}$ miles to the Cumberland Stone, but the walk is rather objectless. The cyclist's best plan is to ride (16 m.) by the main road (or take train) to Nairn and return by the road herein described. The road on the outward journey follows pretty much the course of the railway and is practically level. Except at Nairn there are no inns.

Inverness to Nairn (rail, 15 m.; road, 16), back by road, 18 m.

From the centre of Nairn (Grigor statue), take the road to the station (left branch at fork close by the United Free Church) and down under the line E. of the station. Then, at once, square to the right. At $2\frac{1}{2}$ miles the road turns sharp to the left, but almost at once resumes its previous direction, and passing through the village of **Croy** ($7\frac{1}{2}$ m.), ascends to (11) **Culloden Moor Station**.

Stones of Clava. Nearly a mile beyond the station a road (to Daviot) diverges on the left and at some cottages (where leave your machine) crosses the road that comes up from Allanfearn Station by the Cumberland Stone. Turn down by this and, after dropping for $\frac{3}{4}$ mile, you will see the cairns rising from an enclosure of gorse-bushes just across the river, with a solitary stone in an open field to the left. To get at them cross the river and turn to the right just beyond a new shooting-lodge.

The three chief cairns lie together in a series of concentric circles, the whole surrounded by a broken ring of upright slabs. One of them was opened many years ago, and in it was found a chamber, beneath the floor of which were earthen urns containing calcined bones. The whole valley hereabouts is thought to be a pre-historic cemetery.

We are now on **Culloden Moor**, which extends from here to between 4 and 5 miles from Inverness, 500 feet above sea-level. A great part of it is now planted with firs, and within the last few years the various spots of special interest have been indicated by small cairns, inscribed with the circumstance for which each is noteworthy. The first object of special interest is the **Cumberland Stone**, a huge granite boulder close to cross-roads, 6 miles short of Inverness (1 from Culloden Moor Station). It is 5 feet high and several yards wide. It marks the spot, as an inscription cut into it tells us, whence the "butcher" Duke directed the battle.

Hence a cross-road comes up from Allanfearn station ($2\frac{1}{2}$ m.) and leads (as above) to the Stones of Clava. It is worth while to descend by this road for half a mile or so, if only for the best view of the splendid Nairn Viaduct.

A quarter-mile further, in an open space on the right, we come to a huge **Cairn**, 20 feet high, built of stones formerly scattered about, and telling us by an inscription that the "Battle of Culloden was fought on this moor, 16th April, 1746," and that the "graves of the gallant Highlanders who fought for Scotland and Prince Charlie are marked by the names of their clans." A succession of small cairns thus marked lines the other side of the road. Just short of them is the field where the English were buried. In another mile, after emerging from the plantations, we come to a stone that marks the site of the "**King's Stables**"—the station of the English cavalry after the battle. The two huts on the right probably existed at the time. About here the descent to Inverness begins. It affords one of the finest panoramas in Europe, extending across the Moray Firth to Morven, the shapeliest peak in Caithness, and the mountains of Sutherland. Westward the sharp peak of Scur Vuillin, near Achnasheen, is conspicuous, and in the gap to the right of it the eye may detect the bold crest of Slioch, over Loch Maree, nearly 60 miles distant. The rounded cone of Mealfourvie, over Loch Ness, is supreme in south-west. Inverness itself looks charming, and its lunatic asylum, to the left of it, is, as usual, very conspicuous. The rich and varied character of the middle-distance is specially noteworthy at harvest-time with a good play of light and shade.

We now descend by *Castle Hill* into the main north road from Perth, $2\frac{1}{2}$ miles short of Inverness, to the left of which is *Inshes House*; then through a long, level beech avenue to *Culcabock (Fluke St.)*, where cyclists should swerve to the right and enter the town by the main Inverness and Nairn road, which is joined at the barracks, as the direct entry to the town is atrocious.

Inverness to Loch Ness.—*To Bona Ferry, 7 m.* Tourists who are not going the whole length of the Canal may gain some acquaintance with Loch Ness by driving to the foot of the loch and $2\frac{1}{4}$ miles beyond Dochgarroch Lock, which is the nearest calling-place of the steamers. Or they may hire to Dores, 8 m., and return either by the same route or, crossing *Bona Ferry*, along the other side of the Ness. The shores of Loch *Dochfour*, as the narrow little upper strip of Loch Ness is called, are prettily wooded. On the western side is *Dochfour House*, a modern Italian building, and on the east, beyond Bona Ferry, *Aldourie Castle*, an old baronial mansion, in which the famous Sir James Mackintosh was born.

From Dores it is 11 miles by road, skirting Loch Ness, to **Foyer's Hotel**, last part hilly. Cyclists who proceed to the Falls (*p.* 20) should leave their machines at the hotel. The beautiful Pass of Inverfarigaig strikes off to the left 2 miles short of the hotel. The road through it is rough. A little way up, an inscription cut into the rock records the fatal accident which occurred here in 1877 to Dr. Bryce, the geologist. Inverness to Drumnadrochit ($14\frac{1}{2}$ m.) is also a fine spin (*p.* 64).

The Black Isle.

No sojourner at Inverness should omit to visit for a day at least this pleasant little peninsula, as it is more correctly called. The branch line of the Highland Co. from Muir of Ord to Fortrose and the establishment of a mail-steamer service between Invergordon and Cromarty three times a day have materially increased its accessibility, and its hotel accommodation has been greatly improved, there being now, besides the older established house at Fortrose, two visitors' hotels at Rosemarkie, while the inn at Cromarty has been replaced by a comfortable and well-equipped little hotel. There is, however, no regular public communication between Fortrose and Cromarty, a distance of $10\frac{1}{2}$ miles—or to put it in terms of the local pundits, who adopt the decimal system, 10.12 miles—an exactness which, however, is somewhat discounted by an error of half a mile at the Fortrose end—the real distance between Fortrose Station and Cromarty Pier being under ten miles. For cyclists the route is rather rough, nor is it over-interesting to pedestrians.

Cyclists will enjoy the short route to **Dingwall** ($13\frac{1}{2}$ m.; 8 less than by Beaulieu) across the **Black Isle**:—Kessock S. Ferry (*inn*), $1\frac{1}{4}$ m. from Inverness Station by Academy Street, across river, Grant St., and under railway, $\frac{1}{2}$ m. across Ferry to North Kessock (*inn*): thence as shown on map opp. p. 65 up to summit ($8\frac{1}{2}$ m.; 486 ft.), crossing the Fortrose railway at Allangrange station ($6\frac{1}{2}$ m.)—splendid view N.W. & S., Ben Wyvis, Scur Vuillin, Scur-na-Lapaich, Mealfourvie, etc. Rapid descent to Conon Bridge (11 m.; *inn*); easy run into Dingwall. Road good and well engineered throughout. (On from Dingwall, see *Pink Inset*.)

From **Conon** to **Cromarty** is 20 miles by good road along or overlooking Cromarty Firth all the way. Summit ($7\frac{1}{2}$ m.), 397 ft. *Several small Inns on way.*

From **Inverness** to **Fortrose** by water is 8 miles.

The boat from Invergordon ($31\frac{1}{2}$ m. from Inverness, 1s. each way, p. 119), runs in connection with the mail trains. It is nearly half a mile from station to pier, and should you run it fine in returning, bear in mind that the mail-bag *may* be taken to the station by a boy on a cycle.

The time allowed for crossing (5 m.) is 50 minutes. There is a striking view up the Firth and *plenty of time to see it!*

. With better communication and a regular connection between Cromarty and Fortrose a very interesting circular tour might be established.

Inverness to Fortrose. *By rail*, $26\frac{1}{2}$ m. Abt. 5 trains a day, in $1\frac{1}{2}$ – $1\frac{1}{2}$ hrs. *By steamer*, 8 m.

To Muir of Ord, 13 m., p. 118.

The new line rises across country through the Muir of Talladale and Spittalwood, skirting Mullbuie ("Yellow Hill"—an appropriate title—broom abounding in the early and corn in the late summer) on its south side. A fitter title than "Black Isle" would be "Broomielaw." The first station, just after

passing (*l.*) the handsome Kilcoy Castle (restored), is **Red-castle** ($3\frac{1}{2}$ m.), which takes its name from an old castle—once royal, and *said* to have been visited by Queen Mary—on the shore, a mile south. Hence, from a height of 200 feet, we obtain a fine view across the Beaully Firth with the Inverness mountains in the background. At **Allangrange** (6 m., 250 ft.) we pass under the Inverness and Dingwall highroad and then descend abruptly to (8 m.) **Munlochy** (*inn*), which stands at the head of the picturesque little Munlochy Bay—marked only by a tiny stream at low tide but charming at the “flow.” The line crosses the burn at a height of sixty feet above it, and then, after skirting the Gallows Hill, affords an excellent view. On the left is Rosehaugh, the magnificent mansion of Mr. J. D. Fletcher, lately much enlarged and beautified. It is built of red sandstone. The home farm is famous for its cattle and studs. Near at hand is (11 m.) **Avoch** (“Awk”) station, the village with its graceful church and schools lying below to the east, embowered in wood.

For the remaining $2\frac{1}{2}$ miles, the line continues high up above the firth, and commands beautiful views along and across it, extending from Inverness to Fort George and Nairn, and, in clear weather, to Ben Rinnes and the Cairn Gorm mountains. Even Ben Nevis is among the possibilities. The slope to the sea is quite Devonian in character.

The **sail** from **Inverness** to Fort Rose is very pretty, the most noteworthy objects on the way being Munlochy Bay and the village of Avoch. There is, however, no longer any public service.

Fortrose (*Royal Hotel*, close to the station) is a pleasantly and very healthily situated village with a population of over 1000, and, now that the railway is made, likely to grow rapidly in favour as a place of residence. It was once the cathedral town of Ross, and parts of the ancient church—the S. aisles of the nave, with groined roof and a hideous monument and chancel, four bays—severe Dec. of the 15th cent.—remain; also the Chapter House, externally like a barn, internally a barrel-vaulted crypt, with a room over it. The clock-turret is modern. The canopied tomb of a Countess of Ross, said to have been the foundress, is in the chancel. It is 3 minutes from the station, just opposite the hotel.

Eastwards of the village the promontory of *Chanonry Ness* projects half-way across the Moray Firth, and is almost overlapped by the corresponding promontory of Fort George on the other side. The ferry between the two is less than a mile, but there is a walk of $1\frac{1}{2}$ miles on the Cromarty side, and 2 miles on the other, for those who cross the firth and return to Inverness from Fort George Station (*p.* 51). On the Ness is a fine 18-hole golf course. Fortrose has a good pier.

Rosemarkie, a short mile beyond Fortrose, in itself a plain village, has suddenly sprung into favour. Golf and bathing are the specialities. Close by is a pleasantly wooded glade laid out

with walks. In the churchyard at the N.W. corner of the new Parish Church is an old and interesting cross.

The road to **Cromarty** ascends the glade and turns square to the right in $1\frac{1}{2}$ miles, presenting nothing of note afterwards till the rather steep descent to Cromarty is commenced (477 ft., 3 miles short of the town).

From **Rosemarkie** to **Cromarty** by sea is 10 miles -an interesting sail in fine weather, passing several caves.

Cromarty (*Royal Hotel*, good. Pop., 1300) is not only one of the smallest British capitals, but it also gives its name to the most eccentric county. Take it and Ross-shire together, the general appearance on a coloured map is that of a coat with many patches, Cromarty representing the patches. Except Sutherland, Inverness, and Ross, it is the only county whose shores are washed by the eastern and western oceans, and yet, except perhaps at Cromarty itself and Ullapool, one can never be sure of being in it. This remarkable scattering of its parts is accounted for by the wish of a former lord of the soil to have all his estates in one county. It is now, however, practically merged in Ross-shire with the name "Ross and Cromarty."

The village itself is pleasantly placed by the blue but shallow waters of the firth of the same name, and under the protection of the rival *Sutors*, which rise to a height of a few hundred feet on either side of the narrow opening of the firth. The tale runs that they are petrified cobblers, who had but one last between them, which we suppose was ultimately worn out by its constant aerial passage from one side of the strait to the other. Hard by the church, an old one "restructured," is the birth-place of Cromarty's most distinguished son, Hugh Miller, in whose memory a red-sandstone obelisk, surmounted by his statue, is also noticeable. His birthplace, a thatched crow-stepped cottage in Church St., has a tablet "Hugh Miller, b. Oct. 10, 1802; d. Dec. 2, 1856."

From Cromarty you may either cross the ferry northwards by steam-launch (6 min.) presented by Mr. Carnegie, and make your way to *Nigg*, 6 miles distant, or you may proceed by steamer to *Invergordon* (5 m.; p. 119), which town may also be reached by ferry from the opposite side of the firth. Both are stations on the Highland line between Inverness and Tain.

The **walk** from **Cromarty** is to the **South Sutor** (463 ft.) and back (4 m.); allow 2 hrs.

Go straight ahead from the pier, leaving the hotel on the right; then left along High St., and right again along Church St., passing Hugh Miller's birthplace; then by the shore and up a steep pitch from which there is a private entrance by a long tunnel to Cromarty House. From the top you enter, by a gate, a footpath which for a considerable distance skirts the upper side of a wood and then comes out on to the open hill-side, up which it is an easy climb to the top.

The view is very fine, being only obstructed a little to the S.W. across the Moray Firth. It extends, E. & S.E., to the Bin of Cullen, the Knock of Keith and Ben Rinnies. The lighthouse at Lossiemouth is conspicuous, as are Nairn, Forbes, the Culbin Sands, etc. N. & N.W. we see Dornoch, across the Kyle of Sutherland and the monument on Ben Vrackie above Golspie, and Ben Clibreck (40 miles away). Westward, Ben Wyvis blocks the way.

Inverness to the Falls of Kilmorack (by road), 12 m.; Druim, 14; Beaul, 19; Inverness, 29.

Coach occasionally but not regularly. A splendid **cycling** road.

Rail to Beaul, 10 m.; whence road to Falls of Kilmorack, $2\frac{1}{2}$; Druim, 5.

This is a charming excursion—the first part of one of the finest through routes in Scotland, that by Glen Affric to the West Coast, described in “Scotland, Part I.” Road and rail go side-by-side along the shore of Beaul Firth as far as *Lentran* (6 m.), whence the road turns inland, passing *Bogroy* ($7\frac{1}{2}$; inn), and turning sharp to the right after crossing the *Moniack Burn* (7). At *Lovat Bridge* (11 m.), the road to Beaul strikes off. On the S. side of the river, hardly seen, is *Beaufort Castle*, a splendid baronial mansion, erected by the late Lord Lovat in place of an older one that was nearly destroyed after Culloden. Farther away is *Belladrum*, a name once familiar on English race-courses, the seat of A. W. Merry, Esq. A fine drive may be taken through these domains, quitting the main route a mile short of Lovat Bridge and regaining it at Kilmorack below the falls. Extra distance about 4 m.

The **Falls**, or rather **Rapids of Kilmorack**, are on the left hand, $2\frac{1}{2}$ miles from Beaul ($1\frac{1}{2}$ from Lovat Bridge). The river—the Glass—is crossed by a wooden bridge below them, but for the best view enter a gate just beyond the Kilmorack graveyard, and after crossing a field, you will at once reach a spot from which the river is seen to great advantage. Issuing from a narrow and deep gorge, the waters rush down their widening channel with great impetuosity. The river-defile above the falls is one of the finest in Scotland. There is usually a large volume of water, and the rocks on either side are as bold as their varied drapery of foliage is picturesque. Following a path upwards along the stream, we shall come out into the road close to a small cottage bright with flowers.

We have read somewhere that on the Teivy in Cardiganshire a metal pot was slung up above a salmon-leap, into which the unsuspecting fish as often as not leapt. The Kilmorack folk “cap” this tale. In days gone by, when the Glass was too far removed from the haunts of men to be worth preserving, they not only slung their pot over the fall, but also kept a fire lighted underneath it, thus catching and cooking their fish at the same time.

Beyond Kilmorack the road turns southward, still keeping well above the river, which now follows a broken, tortuous course round some craggy, wood-crowned islets. The splendid scene is rocky and sylvan to a degree. This part of the stream goes by the name of the **Druim**, and commences at a larger islet than the rest, called *Ailean Aigas*.

Hence we return by Kilmorack to Beaul (*Lovat Arms*, $\frac{1}{2}$ m. beyond station), where the only object of interest is **Beaul Abbey**, situated in a grove of trees at the end of the street and on the bank of the river. It was founded by John Bissett, of Lovat, in 1230, for monks of the house of Val des Choux in Burgundy. It was given in trust to Lord Lovat at the Reformation, and is still the property of the same family.

The building, plain E. E. in style, consists of nave and choir without aisles, and the only variation on the pervading simplicity is shown in three large trefoil windows in the south side. The chief monuments are those of the Mackenzie family. The site is neglected and only used as a burial-ground.

From Beaully the return journey is by Lovat Bridge, where the outward route by Lentrán is rejoined.

Inverness to Glen Affric, &c.

Inverness to Beaully (rail), 10 m.; Struy (mail-car), 20; Invercannich, 27½; Drumnadrochit (hotel), 40½; Temple Pier (Loch Ness), 42; Inverness (steamer), 57, (road, 55).

The mail-cart runs between Beaully and Invercannich, leaving Beaully soon after mid-day (*Sun.*, abt. 3.15) and returning from Invercannich about 6.30 a.m. (*Sun.*, abt. 5.15 a.m.), in time to catch the mail both ways about 10 a.m. at Beaully. There is no public communication between Invercannich and Drumnadrochit.

This is a beautiful route from Inverness, introducing the tourist to the grandest scene of its kind in Scotland—Glen Affric. The entrance to this glen—the Chisholm's Pass—is 2½ miles beyond the Invercannich Inn, on a different road from that to Drumnadrochit.

For **Cyclists** this is a splendid round, the road being excellent throughout, except between Invercannich and Drumnadrochit, where it is distinctly bad, rising 450 feet (**summit** 692) in two miles, and rough in the descent. From Invercannich you may continue 12½ miles up Glenaffric to Affric Lodge, but it is a heavy pull up the first part of the glen, which begins 2½ miles beyond Invercannich. Excellent *hotel* at *Drumnadrochit*; comfortable *Temperance Hotel* at *Invercannich*; small hotel (beer licence) at *Struy*.

For **Inverness to Beaully**, the **Falls of Kilmorack** and **Druim**, see p. 62.

From Druim we descend to a more open part of the valley and, passing through the woods of *Erchless*, soon reach the picturesque *Bridge of Struy*, where the road up Glen Strathfarrar goes off on the right.

Between Struy and Invercannich the scenery is of a more peacefully pastoral character than along the lower reaches of the river. Here the road is bordered by level fields and hedgerows, from which rise hills of moderate elevation. The Temperance house at *Invercannich* is situated close to the narrow outlet of Glen Cannich, another long valley piercing the hills westward.

The entrance to the **Chisholm's Pass**, as the most beautiful part of Glen Affric is called, is upwards of two miles beyond Invercannich. Here the road leaves Strath Glass, and climbs to the right, displaying more effectively at every step the grandeur of the glen. As we begin to look over the trees instead of through them, we catch glimpses of a rapid stream far below, rushing over a rocky bed and fringed to the water's edge by trees of every description. The woods at first rise to the summit of the hills on both sides, but are afterwards over-topped by the long moun-

tain-ridges which ascend through them from the level of Strath Glass to the culminating range of Mam Soul and Carn Eige.

The best view-point for Glen Affric is 4 miles from Invercannich, where the road comes close to the water near the *Dog Fall*. The river-bits from all about this point are exquisite in richness of colour and variety of rock-contour. In places the stream seems scarcely to stir as it passes over some deep black pool over-arched by threatening crag and drooping foliage. Then it emerges into a bright sunlit scene, edged by narrow belts of emerald verdure and luxuriant tufts of fern, amongst which the beautiful polypody species is specially notable—a very paradise on a fine summer day. Those whose time will not permit them to explore the glen further, should at any rate ascend it to this point. They should also explore the stream lower down. A road leads down to it.

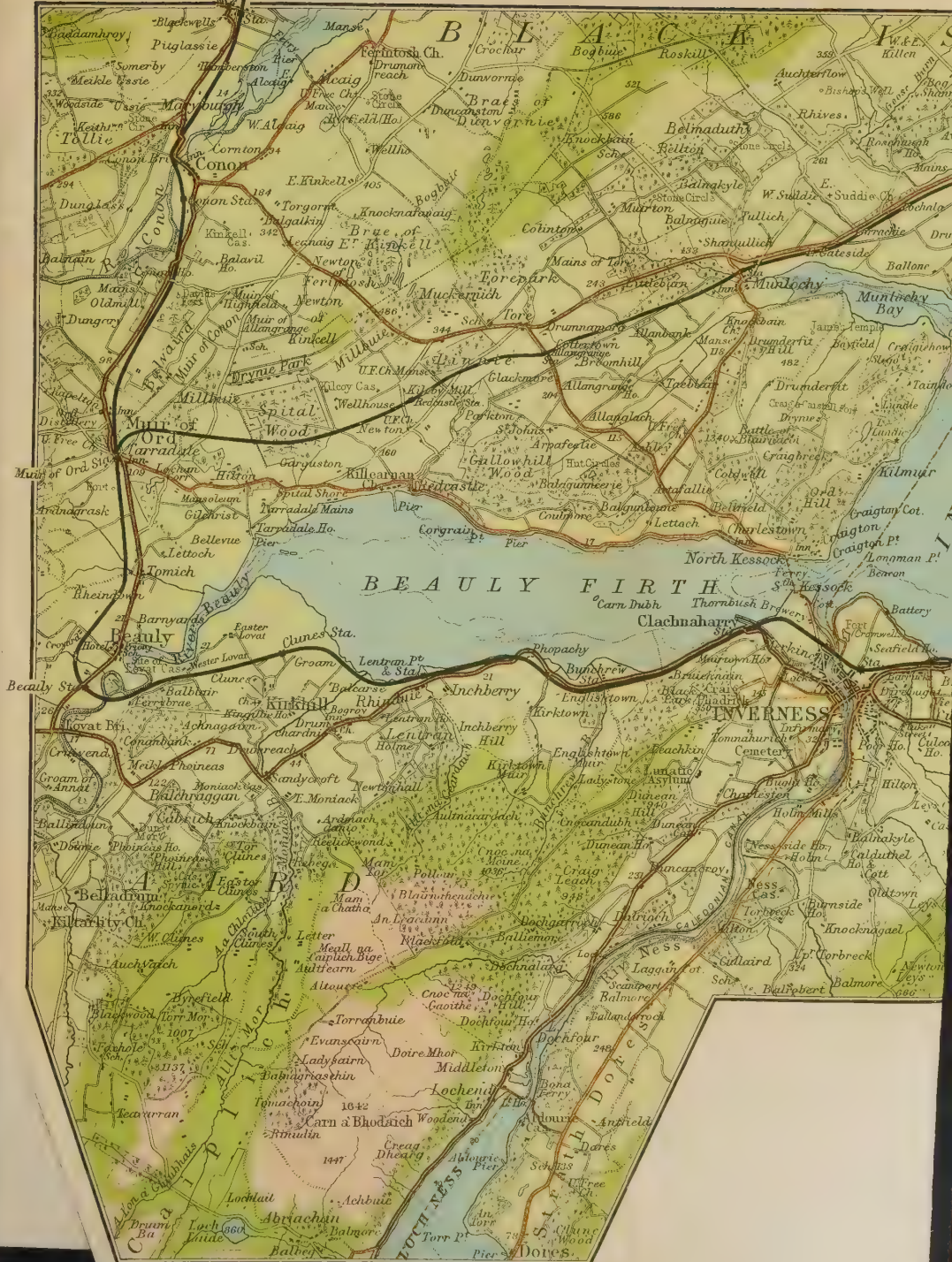
From Invercannich to Drumnadrochit Hotel is 13 miles ($14\frac{1}{2}$ to Temple Pier), by a cross-country road passing *Loch Meikle*, which has rather the look of an ornamental sheet of water, and the village of *Milton*, and reaching the canal by the cultivated slope of *Glen Urquhart*. Opposite Temple Pier is *Urquhart Castle*.

A long two miles from the hotel, and reached by passing *Balmacaan*, a seat of the Countess of Seafield, are the charming **Falls of Divach**.

Looking south-west from Temple Pier, the prominent mountain on the west side of the loch is *Mealfourvonie* (p. 20).

For the steamer-route hence to **Inverness**, see p. 20.

DINGWALL





STRATHPEFFER SECTION.

(Map opp. p. 75.)

Inverness to Dingwall and Strathpeffer.

Inverness to Beauly, 10 m.; *Muir of Ord*, 13; *Conon*, 16; *Dingwall*, 18½; *Strathpeffer*, 23. Cycling route by Kessock (p. 59), 18 m., good road.

The Strathpeffer branch quits the Skye railway 2¼ miles beyond Dingwall and, keeping the bottom of the valley, runs into the village. There are about 10 trains a day in each direction between Dingwall and Strathpeffer.

The Route.—Quitting Inverness Station, the railway crosses the Ness by a handsome bridge, and a mile further the Caledonian Canal close to its outlet into Beauly Firth at *Clachnaharry* (the “watchman’s stone,” so called from a watch-tower in the old free-booting days), after which it passes Craig Phadrick on the left, and skirts the southern shore of the firth nearly all the way to Beauly. Opposite to **Lentran Station** (6 m.), on the north side of the water, is *Redcastle*, once the chief castle of the Black Isle, and a royal one. Three miles west of it, at the mouth of the River Beauly, stands *Tarradale*, the birthplace of Sir Roderick Murchison.

Two miles after leaving the waterside we come to the windings of the *Glass* on the right (Beauly Priory visible over the water), and, making a bold sweep, with Beaufort Castle (p. 62) away on the left, cross the river and enter **Beauly** (“Bewley.”) The town of *Beauly* (Hotel: *Lovat Arms*) lies half a mile to the right. It contains the ruins of the chapel of a *Priory* founded in 1230, described on page 62. Otherwise Beauly is chiefly noteworthy as the starting-place for the beautiful scenery of Strathglass and the magnificent pedestrian route through Glen Affric to the West Coast (p. 62).

Turning due north for a while, the line, commanding a fine view westwards to the peaks of Strath Conon and Glen Orrin, reaches **Muir of Ord** (*Station Hotel*. For *Fortrose* branch, see p. 59). This place is famous for its cattle-fairs. Beyond the station we proceed side by side with the main north road through a flat but well-wooded country to **Conon**, where the line crosses the beautiful river of the same name, and in another 2½ miles reaches Dingwall.

Dingwall (Hotels: *National*, *Royal*; both 200 yards from station. Pop. 2,600. P.O., del. abt. 7.30, 11 a.m.; desp. 9.10 a.m., 2 p.m.) is the capital of Ross-shire. It consists principally of one long street running west from the station. A handsome *Free Church* strikes the eye of the visitor; also the memorial tower to Sir Hector Macdonald, a native of the Black Isle, close by.

Road and rail from Dingwall to Strathpeffer pursue pretty much the same course. By the road-side is the churchyard of *Fodderty*, the parish to which Strathpeffer belongs. The church is in ruins. Beyond it the ridge of Knock Farrel commences on the left hand.

Strathpeffer.

(Map opp. p. 71.)

Postal Address :—"Strathpeffer, Ross-shire." **Tel.** : "Strathpeffer."

Height above sea :—200–400 feet.

Distances :—Garve, $8\frac{1}{2}$ m.; Dingwall, 5; Inverness, 23; Oban, 122; Aberdeen, 131; Edinburgh, 215; Glasgow, 230; Kyle of Lochalsh (by Dingwall), 68; (from Achterneed), 60; Gairloch (by Dingwall and Loch Maree), 62; London (by Forth Bridge), 610, (by Carlisle), 617.

Hotels :—*Spa*, $\frac{3}{4}$ m. from station; with grounds, conservatories, etc.; excellently appointed: bed and att., from 4s. 6d.; bkfst. (table-d'hôte), 3s.; dinner (table d'hôte), 5s.; full terms per week (June, July, Aug., and Sept.), 63s. to 84s.; reduced during rest of year. *Ben Wyvis*, well placed above the station, with fine grounds. *Strathpeffer*, in village, near station, and close to Wells; recently enlarged and renovated. Full terms from 50s. a week. Many *Private Hotels and Lodging Houses*.

Baths, etc. See below. **Golf Course**, 18 holes, 2s. day; 5s. week; 21s. season; ladies, 2s. 6d. week; 7s. 6d. season. Finely placed on hill-side, $\frac{1}{2}$ m. W. of Pump Room, where turn up past Free Church. From it there is a pretty peep down the valley to Cromarty Firth.

Epis. Ch., St. Anne's, just beyond Pump Room. Very tasteful interior. Nearest R.O. at Dingwall.

Carriages, 2s. 6d. an hour. Bath Chairs, 2s. an hour.

P.O. open 7–8; *Sun.* 9–10. Chief desp. abt. 8.45 a.m., 1.15, 7.45 p.m.; del. abt. 7.30, 11.30 a.m., and 6.45 p.m. **Tel. Off.** 8–9; *Sun.* 9–10.

Visitors' List in *Ross-shire Journal*, Friday morning, 1d.

Cycling very good to Inverness, 25 m. (by Beauly), 18 (direct); and as far as Helmsdale (62), on the way to John o' Groat's (116); good but hilly to Garve (9), and Ullapool (43); little used and indifferent between Garve and Strathcarron, 44 m.; good on to Strome Ferry, 51. Very hilly between Stronie and Kyle of Lochalsh, 14 m. See also *Pink Inset and Index*.

Strathpeffer has been termed the Harrogate of the North. Except, however, in the quality and taste of their waters the two places have no positive resemblance to each other. Harrogate is a fine town, on a high and almost flat plain; Strathpeffer a rambling village in a broken and picturesque valley of varied elevations. Negatively, the only point in common is the absence of any river of importance. There are several little hill-streams about Strathpeffer, but the Conon and the Blackwater which drain the extensive mountain-district to the west unite their streams two miles from the village, and nowhere approach nearer. The village has been greatly extended of late, many attractive villas built, and inviting walks added—notably the Jubilee ("Pine-wood") Drive, between Knock Farrel and the Cat's Back. A local peculiarity is the absence of direction-posts.

Visitors at the *Spa Hotel*, however, have free fishing on Loch Garve and Loch Luichart, 7 and 13 miles respectively by rail from Achterneed station (nearer by road); also salmon angling over five miles of the Conon; while the *Ben Wyvis* offers salmon and trout-fishing in the Blackwater.

The position of Strathpeffer is sheltered; the climate warm and dry; the hotels good. All the churches have a brand-new look.

The Waters. The quality of these is thus stated by the *Lancet*.—

“Of the Strathpeffer springs, several are sulphurous, one very strongly so, containing nearly 9 grains of sulphur per gallon, partly in the free state, and partly as sulphides of hydrogen, potassium, and sodium. There is also a chalybeate spring said to contain about $2\frac{1}{2}$ grains of ferrous carbonate per gallon.”

The Medical Mirror says :—

“The waters of Strathpeffer resemble those of Harrogate, Moffat, and Aix-la-Chapelle, but contain more sulphuretted hydrogen than any in Britain.”

The strongest sulphur spring at Strathpeffer contains about 30 grains of sulphur, free and mixed, to the gallon.

Medical testimony is to the effect that the waters are strongly efficacious for rheumatism in its various forms, scrofula, skin diseases, and specially for affections of the liver and kidneys, but in cases of asthma, epilepsy, and weak chests, etc., they must not be taken without great precaution and authoritative advice.

The Pump Room, which is prettily situated in the midst of the village, is open on week-days from 6.30 to 9 a.m., and from 12 to 2 and 4.30 to 5.30 p.m. Sundays, 7 to 9 a.m., and 12 to 1.30 p.m. The charge is 3s. 6d. a week (including admission to the Pavilion, with daily papers, grounds, etc.). All the springs are under the same roof.

Bathing Establishment.—There are about 20 **Baths**—hot, cold, douche, and showers. The gentlemen's are open from 7 to 7, Ladies' 8 to 7, at the following charges :—

Sulphur Bath	-	-	2s. 6d.	Nauheim	-	-	-	5s. 0d.
Douche	„	-	2s. 6d.	Pine Bath	-	-	-	2s. 9d.
Peat (or moor) Bath	-	-	4s. 6d.	Dry Packing	-	-	-	1s. 0d.

There are also, close by, Electric Baths (2s. 6d. to 5s.; cheaper 1.30–3.30. *No Sunday bathing.*

. If you take a Peat Bath you come away speaking Gaelic, or with a strong Highland accent.

Opposite the Pump Room is the **New Pavilion**, during the erection of which a labyrinth of new springs was discovered. It contains a hall, 100 ft. by 40 ft., and is surrounded by a verandah. It is used for all manner of amusements, religious services, etc., and contains a well-stocked News Room and a Refreshment Room. Attached to it are Pleasure Grounds and a Tennis Lawn. The subscription for non-water drinkers is 1s. a week, 3d. a day.

Excursions.

. The hotels vie with one another in the daily provision of a choice of cheap and delightful **coach-drives** (full-day or half-day) at fares never exceeding 3s. 6d., and in some cases, where accommodation does not exist, throwing in an *al fresco* afternoon tea. Among the places visited are the Falls of Rogie (*p.* 70), Conon (70), Meig (71), Orrin (71), and Kilmorack (62); Lochs Achilty (*p.* 70), Garve (70); Dingwall, etc., by the new “Pinewood” Drive, Beaully (*p.* 62); Brahan Castle (71), Fairburn House; the Black Rock (*p.* 118); Strathconon, Strathorin, Strathgarve, etc. See *Special Cards*.

The scenery closely surrounding Strathpeffer is pleasant and picturesque rather than grand, the huge bulk and gradual slope of

Ben Wyvis preventing even that monarch of local mountains from creating an impression corresponding with his great height. There are, however, excursions of all lengths, from the 20-mile one up and down Wyvis to the quiet evening stroll over Knock Farrel and the Cat's Back, which are most enjoyable, not only on their own account, but also as affording grand views into the interior of the country westwards. Real Highland scenery in the foreground only begins when the rolling waters of the Conon and the Blackwater are reached two miles in that direction.

Castle Leod (pronounced "Loud") is an interesting Baronial building, $\frac{3}{4}$ m. from the Spa, and to the left of the road to Dingwall. It is beautifully overgrown with ivy, and its pleasant walks and avenues are fringed by very fine trees—amongst them a Spanish chestnut 24 feet in circumference, just E. of the house. The Countess of Cromartie is the owner. *No adm. to the house; or (after 9 a.m.) to the grounds.*

. For ascent of Ben Wyvis, see *Mountaineering Section*, p. xxii.

(1.) **Knock Farrel** (720 ft.) and the **Cat's Back** (882 ft.); *about 4 miles up and down.* The new Pinewood Road, which diverges left opposite the Spa Hotel, crosses the depression between the two. Tea, etc., may be had morning and afternoon on Knock Farrel.

The climb is of the easiest, and the narrowness of the ridge fully atones for its lack of height. There is no obstruction to the view except the trees which crown the height itself, and these are intermittent. Knock Farrel, at the N.E. end of the ridge, has a grass top; the Cat's Back, at the S.W. end, a rocky one. The following is the best pedestrian route.

Leave the road by a cart-track on the far side of a burn about $\frac{3}{4}$ mile on the way to Dingwall. This crosses the railway, and after an easy climb, takes you into the "Pinewood Road," with Knock Farrel on the left, and to be visited first. The limits of the vitrified forts crowning this hill are clearly traceable.

The *view* is a comprehensive one, and with the aid of the map, there can be little difficulty in identifying its details. Northwards, the full extent of the long ridge of Ben Wyvis closes it in. Those who contemplate ascending the mountain may from this point almost trace their way up according to the directions given on page 70. More to the left, Strathpeffer itself appears to great advantage, and the windings of rail and road are seen in the direction of Garve—a very picturesque feature of the prospect. In the west are the peaks of Scur Vuillin, but the view in this direction will be more fully seen as we proceed on our walk along the ridge. Turning to the south the foreground is on a much higher level than northwards, and is enhanced by a pleasant little lake—*Loch Ussie*—dotted with wooded islets and bordered by corn-fields, beyond which the hills between the Caledonian Canal and Strathglass, with just a strip of Mealfourvonie, appear. Eastward, Dingwall is hidden by a fir-covered hill, but parts of the Cromarty Firth, of the Black Isle, and of the hills beyond the Moray Firth are included in the prospect.

Turning westwards and following the top of the ridge except where the path diverges a little on account of the steepness, we go up and down and up again through woods more or less thick

till we reach the **Cat's Back**, as the western part of the ridge is called, and the view opens up across the strath in which the Conon and the Blackwater become one—a charming scene, backed by the steep little crag called Tor Achilty and the nobler forms of Scur Vuillin and a host of Gaelic-named hills, which sink to the upper waters of the Conon and the Orrin. From this highest point the hill descends to Strathpeffer very steeply through a plantation, and soon brings you into the aforesaid “Pine Wood Drive,” or you may continue along the ridge till you drop to the road at or near *Jamestown*, a mile west of the Spa.

The route may, of course, be reversed, but taken this way (N. to S.) you face the scenery.

(2.) **View Rock, Raven Rock**, etc. These favourite haunts of the sojourner at Strathpeffer are about two miles away, on the broken hilly ground extending in a north-westerly direction towards Strath Garve, and affording delightful rambles for which guide book directions are superfluous.

The **Raven Rock** (*Creag-an-Fhithich*, 870 ft. above the sea, 250 above the railway, $2\frac{1}{2}$ m.) is a bold crag overhanging the Highland Railway, which climbs round the northern side of this rugged tract. It is most easily approached by the railway, or by a track parallel to it along the south side of the burn which skirts the grounds of Castle Leod, or by the Golf Course. There is a fine view all round.

The **View Rock** (about 500 ft., 2 m.) is reached by a road which quits the main road just beyond the drive up to the *Spa Hotel* and skirts the south side of *Loch Kinellan*, a small lake with wooded banks and an islet, as the name implies. When you reach a long cottage in ruins, take a footpath along the side of the dyke to your left a few yards above. This leads to the top. The view extends westward up Strath Garve, south of which are the pretty lake and steep tor of Achilty, overlooking the meeting of the Conon and the Blackwater. Scur Vuillin and his peers close it in this direction. Fairburn Tower and Mansion are seen across the Orrin River. Behind, you have the higher ground culminating in the Raven Rock.

From the View Rock you may saunter on to the Falls of Rogie (*see below*) and return by road. From the Falls to Strathpeffer is $4\frac{1}{2}$ miles, and the comfortable *Achilty Inn* is about a third of the distance.

(3.) The **Falls of Rogie**, $4\frac{1}{2}$ m., **Garve Station**, $8\frac{1}{2}$. *Hire to the Falls and back*, 6s. 6d. to 10s.; *Garve Hotel*, 11s. 6d. to 16s. 6d. *Inns at Achilty* (3 m.) *and Garve*.

Pedestrians are advised to go by road and return by rail. The two routes pass through different scenery, to within 2 miles of Garve.

To the Falls of Rogie you may either follow the road all the way, or cross the hills, as suggested in the last description, passing the *Spa Hotel* and Loch Kinellan.

The road route forms a sharp angle at the pretty little village of **Contin**. The Church and the Manse of Contin are on an island formed by the diversion of the Blackwater into two streams. On the right are the policies (*i.e.*, pleasure grounds) of *Coul* (Sir A. Mackenzie). Then, crossing the Blackwater—unless we choose to travel by the old road, which diverges to the right opposite the school-house and a few hundred yards short of the bridge, and so drop on to the Falls from the east side—we reach the nice little *Achilty Inn* (very comfortable). Hence a pleasant detour may be made up

Tor Achilty (650 ft., $1\frac{1}{2}$ hrs. up and down). This is a capital little climb for such as wish to obtain a good bird's-eye view of the surrounding country.

Start by the cart-road which strikes from the main road between Achilty Bridge and the inn. The ascent begins in front of *Achilty Farm*, whence several tracks lead up through the wood to the steep heather slope which forms the last part of it. Where the tracks lose themselves in the heather, bear away to the right and work round to the top. The view strikes the eye with almost startling effectiveness. On the east side the tor descends so abruptly as to be almost, if not quite unscalable, to the level and fertile strath in which the Blackwater, the Conon and the Orrin unite their waters before entering the Cromarty Firth. The Beaully Firth is seen as far as Inverness, beyond which town are the hills of Strath Nairn. The house and tower of Fairburn appear between the Conon and the Orrin, and the policies of Brahan Castle to the left of the former river. Southwards the hill descends steeply to the Conon, just where the narrow valley of the stream opens on to the strath, and the river is visible for several miles up—a lovely view. The ridge of which Tor Achilty forms the eastern buttress separates the Conon valley from the smaller valley in which reposes Loch Achilty. The chief mountains visible are Ben Vachart, Scur Vuillin, Ben Derg, and Ben Wyvis. The name “Tor Achilty” signifies the “high mound.”

Beyond the *Achilty Inn* the road bends to the right, and very soon the Blackwater is seen pursuing its troubled course through a rocky birch-clad defile from the **Rogie Falls**. A foot-track, at the end of which the falls are seen from the road, descends to them on the right. The writer was fortunate enough to visit this scene on a bright morning after a day of heavy rain. The falls themselves are of no great height, but in combination with the river-scenery above and below they make a beautiful picture. The stream is broken in its midst by a rock, round which, on either side, the waters come tumbling down, to meet again before they have reached the lower level. Just below the falls a swing foot-bridge spans the river. Having a southern aspect, they often afford a fine display of the iris.

Crossing the swing-bridge, the pedestrian may find his way back to Strathpeffer in as direct a line as he pleases, taking the Raven or the View Rock on his way, or by following the old road which runs parallel with the stream some way above it, he may regain the main road a quarter of a mile below the bridge over the Blackwater at Achilty.

From the Rogie Falls to *Garve Station* is 4 miles. The road ascends at first and then drops to *Loch Garve*, a fine sheet of water lying at the foot of Little Ben Wyvis. Along the loch-side the railway runs side-by-side with the road. The *Garve Hotel* (good) is a $\frac{1}{2}$ mile beyond the station.

(4.) *The Conon Falls*, 20 m. there and back. One-horse vehicle, 12s. 6d. to 15s. Two-horse, 19s. Same to Falls of Meig.

The *River Conon* issues from Loch Luichart about 6 miles west of *Achilty Inn*. For the first mile it pursues a tumultuous course over gneiss rocks, making a succession of cataracts which are rather noteworthy as a whole than in detail. The route from Strathpeffer is identical with the previously described one as far as the Achilty Inn, a little beyond which it branches off to the left and passes along the northern shore of *Loch Achilty*, a beautiful sheet of water embosomed in fir and birch-clad hills, and with the peculiarity that it has neither inlet nor outlet, being fed by springs. To reach the *Conon Cataracts* the carriage-road must be left soon after the river





is reached* and a foot-path along the water-side followed for a long mile. There are two principal falls, the Upper and the Lower, but the river about here forms an almost continuous cascade.

For the **Meig** Glen, you proceed direct by the narrow road from the S.W. corner of Loch Achilty, and in a mile cross the Conon by a wooden carriage-bridge, joining on the other side that from Beauly into Strathconon, and passing the delightful demesne of **Scatwell** (P.O. and Tel. Off.), beyond which, after a stiff ascent, at the 14th milestone from Beauly (10 from Strathpeffer) you are just over the Falls of Meig—hidden in a deep sylvan defile—and requiring a scramble to reach, though there is a path commencing some way down. Here the excursion coach usually stops and the tea-picnic is provided. The glen is narrow and beautiful. The road continues for five miles to the tiny inn of Strathconon, and then by Carnock to Seardroy, at the west end of the fine, wild Loch Beannachan, where the road ends. Pedestrians may from here make their way through the hills by a faint track to Achnasheen, on the Skye Railway.

(5.) **Orrin Falls**, 14 m. there and back. One-horse carriage, 9s. to 10s. 6d.; two-horse, 13s. 6d. Strath Orrin is the next valley south of the Conon. The road to it is the same as that to the Conon and Rogie Falls as far as the village of Contin, where the left turn must be taken. Pedestrians may make a short cut from James-town to Moy Bridge—2 miles beyond Contin—whence the road proceeds south across an alluvial plain to the Orrin valley. On the left, 2 miles away from Moy Bridge, may be seen *Brahan Castle* (below), and on the right the modern mansion of *Fairburn* is passed, backed by Fairburn Tower. The Orrin Falls lie to the right of the bridge over the Orrin at Aultgowrie. The channel of the river is here narrowed to a gorge, down which the stream rushes over a fall of inconsiderable height but great volume after heavy rain.

Strath Conon. From Marybank, nearly a mile beyond Moy Bridge, a beautiful drive may be taken up Strath Conon into the narrow and beautiful valley of the Meig. It is four miles to the wooden bridge on the direct road from Strathpeffer. The carriage-road extends for sixteen miles past Moy Bridge, and there is a wee inn (the *Clachuille*), $1\frac{1}{2}$ miles on the way.

Circular Drive by Brahan Castle and Dingwall, 16 m. One-horse carriage, 12s. 6d. to 15s.; two-horse, 19s.

The route is the same as the last described, as far as the turn 200 yards short of Moy Bridge, instead of taking which it continues straight on, passing in $\frac{3}{4}$ of a mile a monument which records the fatal result of a carriage accident a century ago. Beyond this the road rises considerably, and in a little more than a mile passes to the left of **Brahan Castle**.

From Brahan the road descends to the hamlet of *Maryburgh* (inn), two miles short of Dingwall, and on the main road to that town from Inverness.

* On the way is the **Lily Loch**, or rather "Pond."

GAIRLOCH SECTION.

(Maps opp. pp. 71, 79.)

Introductory. The beautiful district of the Western Highlands of which Gairloch forms the favourite centre can be reached by two routes—either by sea all the way from Oban, or by rail and coach from Inverness, changing from one to the other at Achnasheen. The latter route admits of the variation of proceeding the whole length of the Skye Railway to Kyle of Lochalsh, and there joining the steamer from Oban. By either route from Inverness you leave that town a little before 10 a.m., but the Kyle Alsh route is only available throughout three days a week (Tu., Th., Sat.). During the season there is public communication from Oban by fast steamer, running three times a week, and occupying about $11\frac{1}{2}$ hours on the way. There is also weekly communication by the “Claymore,” which leaves Oban on Friday mornings, and reaches Gairloch on Saturday morning. Passengers from Inverness leave about 8 a.m., and if travelling by motor from Achnasheen, reach Gairloch between 3 and 4 p.m.

An alternative route during the last 18 miles is to take the little steamer “Mabel” from Rhu Noa (*see map*) or *Loch Maree Hotel*, down Loch Maree to Tollie, whence a coach takes us on to the *Gairloch Hotel*.

The ordinary tourist run is from Oban to Gairloch by the fast steamer and thence by coach and rail to Inverness or *vice versâ*, and circular tickets from Oban and other places are issued for the tour.

All the **hotels** on these routes afford good accommodation in their way. The *Gairloch*, commandingly placed one mile from the pier, is considerably the largest. At the height of the season it is apt to be crowded, and it is well to telegraph for rooms. The *Loch Maree* is beautifully situated about half-way along Loch Maree; the *Kinlochewe* and *Achnasheen* hotels are comfortable homely houses. Those who choose to linger for a day or two in Skye on their way will find little cause for complaint at Kyle Akin, Broadford, which has now a steamer-pier, Portree, or Sligachan, in all of which a wonderful improvement has taken place in the last 30 years. Pedestrians who turn aside to explore the neighbouring scenery may comfortably rest for the night at Strathpeffer, Garve, Achnault, Strathcarron, Jeantown (*Loch Carron Hotel*). The old *Ferry Inn* on the mainland at Kyle Akin has been converted and enlarged into a comfortable hotel by the Highland Company.

For **Oban to Gairloch** *see p. 12.*

From Inverness, travelling by the Skye Railway, you may join this route at its terminus, Kyle of Lochalsh, whence the scenery to Gairloch is quite as fine as between Oban and the “Kyle.”

Inverness to Gairloch by Achnasheen and Loch Maree.

Inverness to Dingwall, 18½ m.; *Garve*, 31; *Achnasheen*, 47; *Kinlochewe*, 57; *Loch Maree Hotel*, 66; *Gairloch (post-office)*, 75; (*Hotel*) 76. *Refreshment rooms at Dingwall and Achnasheen.*

Daily Motor Coach, leaving Achnasheen about 12.15 and reaching Gairloch between 4 and 5 p.m. *Fare* 9s. *Through from Inverness*, 16s. 9d., 13s.

A most interesting and not over-fatiguing cycling route.

The route as far as Dingwall has already been described (p. 65). A little beyond the station there, the Skye railway leaves the main northern line by a sharp curve to the left and enters the fertile strath which extends from the Cromarty Firth to Strathpeffer. Of the latter favourite Spa (see p. 66) it commands a full view as it climbs to the north of it along the lowest skirt of the huge Ben Wyvis. Across the valley southwards is the small but sharp ridge commencing with *Knock Farrel*, and terminating in the *Cat's Back*. Beyond *Achterneed Station* (4½ m.) the line winds up through deep cuttings and rocky hill-sides, whereof the chief is the *Raven Rock* (p. 69), on the left-hand side, till it comes out beside the Black-water stream, just above the *Rogie Falls* (not visible), and descends again to skirt the south side of **Loch Garve**—a lake which presents some very pretty wooded landscapes. Across the water at its far (W.) end is the beautiful mansion of *Strathgarve* (Capt. A. Stirling), on the lower slope of Little Wyvis. Then comes **Garve Station**, ¼ m. beyond which is the excellent *Garve Hotel*.

The Ullapool coach starts from the station and passes the hotel—renovated and good. *For route to Ullapool and Dundonnell*, see p. 85.

Beyond Garve the line crosses a bleak moorland for a few miles, and then drops to the head of *Loch Luichart*, affording a glimpse of *Luichart Lodge* on the right-hand side.

Loch Luichart is fringed with birch. Its central curve and the rock forming it recall *Loch Lubnaig*, near Callander, but the encircling hills are neither so high nor so bold as those of the Perthshire loch. A little beyond *Loch Luichart Station*, at the head of the loch, the line crosses the *Conon* by an elegant girder-bridge, close to the confluence of the *River Fannich*, a turbulent stream which descends from Loch Fannich. The river-scenery about here is fine, both streams tumbling over a succession of rough boulders for a considerable distance, and meeting at the Bridge of Grudie—not to be confused with the bridge of the same name by the side of Loch Maree. From the bridge there is a road to the east end of Loch Fannich (6 m.), and on to the Garve and Ullapool road at Torrandon Bridge. **Loch Fannich** is 7 miles long by ¾ mile wide, and hemmed in by mountains. It has little or no wood about it. On the north shore is *Fannich Lodge*, at the foot of the Fannich deer-forest. Between the loch and the Bridge of Grudie, a distance of 6 miles, the river falls nearly 500 feet.

The railway now coasts along and crosses *Loch Culen*, at a point where it contracts to the width of a river. Beyond it we enter **Strath Bran** ("Bran," an obsolete word meaning raven), a long and almost level stretch of scant pasturage, flanked by bare-looking mountains, of which the chief are Fionn-Bheinn (3,060 ft.) on the north and Scur Vuillin on the south. From this elevation, and with no relief of richness in the foreground, the latter mountain does not show to advantage. Close to **Achanault Station** is a small hotel—the nearest to Loch Fannich. Then for $6\frac{1}{2}$ miles we follow the level of Strath Bran to **Achnasheen** (*ref.-rm.*), where passengers to Gairloch by the direct route change into the coach. The hotel—a comfortable one—adjoins the station. The luxuriant growth of creepers, amongst which the scarlet tropæolum is conspicuous, over its walls—affords another proof of what may be done in the wildest district.

From Achnasheen to Gairloch Hotel the distance is 29 miles. Notice the flat-topped moraine-heaps soon after starting. Within the first mile we pass the shooting-lodges of *Ledgowan* and *Loch Rosque*. In $1\frac{1}{2}$ miles the quartzite peak of Ben Eay comes into view in front, and we begin to skirt **Loch Rosque**, a desolate sheet of water, only enlivened by the extensive planting which has lately been carried out on its northern shore. From the other end a grotesque hill called *Cairn-a-Crubie* is seen on the left. When the watershed (6 m.; 805 ft.) is reached the interest of the journey begins, and all the way to Gairloch it never flags. Looking down **Glen Docherty** we get our first view of **Loch Maree**, lying deep-set and narrow between the craggy steeps of Slioch—first seen at about $6\frac{1}{2}$ miles—on the right, and the white-topped ridge of Ben Eay on the left. Loch Maree has the advantage of being seen almost to perfection from both ends. Considering its length, its shores maintain their interest throughout, more, perhaps, than those of any other British lake; and the view from this end is only inferior to that from Tollie, at the other end, in so far as we are looking to the foot instead of the head of the water, and consequently miss that fine background of mountains which complete the prospect from Tollie. The surroundings of the loch will be more fully described in the reverse route from Gairloch (p. 78, etc.).

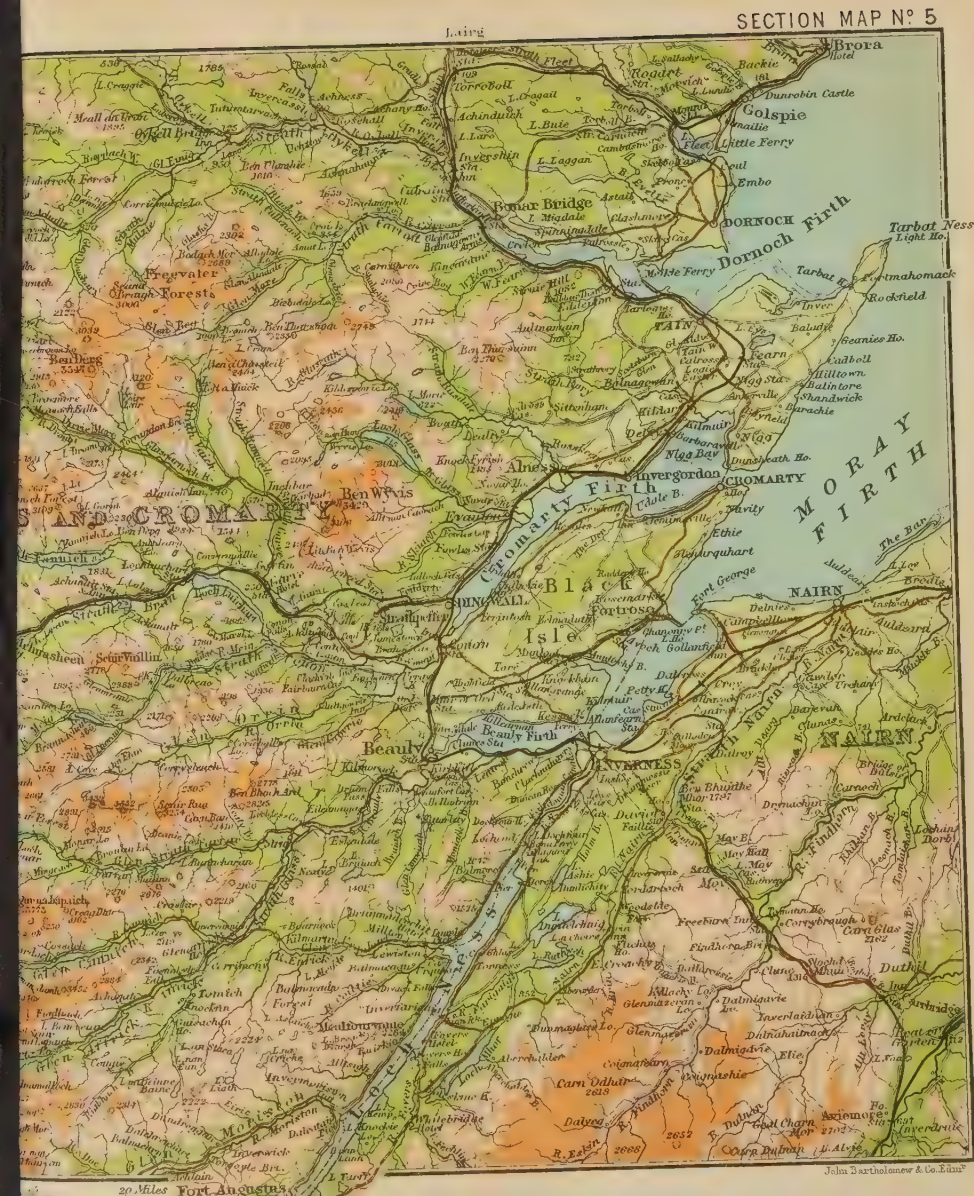
At **Kinlochewe** ($9\frac{1}{2}$ m.; *good little hotel*) the hills open on the left for Glen Torridon and Loch Torridon. (*See "Scotland Part I."*) This too is the only place from which to ascend Slioch without crossing the lake.* Immediately in front, as we approach the hotel, is *Ben Eay*, a sharp-ridged mountain with a summit of quartzite almost as white as snow.

Two miles beyond Kinlochewe the road reaches the head of the loch ("Loch Ewe" as it was once called), and for the next three miles skirts the shore through a plantation of birch and fir, passing, half a mile on the way, the little landing-stage at Rhu Noa.

* For ascent of Slioch, see *Mountaineering Section*, p. xxiv.



Lairg



20 Miles Fort Augustus

For the **Sail** between **Rhu Noa** and **Tollie** see *p.* 80. As far as *Loch Maree* the lake and road present the same scene. For full description of *Loch Maree* see *p.* 79.

The tourist in this part of Scotland can hardly fail to notice the peculiar bluish tint of the Scotch firs. *Slioch* rises grandly on the opposite side of the lake. Then, as we emerge from the wood and cross the *Bridge of Grudie*, the hills retire on the left, and an uninteresting moorland intervenes. There is nothing more of special note until, after a slight rise, from the top of which the islands come into view, we draw up at the charmingly placed **Loch Maree Hotel**, at *Talladale*. Opposite the hotel a stone records in Gaelic the visit of Queen Victoria in 1877.

Quitting *Talladale* the road passes through two more miles of beautiful wood, and then crosses *Garavaig Bridge*, 100 yards to the left of which are the *Victoria Falls*, pretty, but of no special feature. Then, quitting the loch-side, it ascends the *col* between *Loch Maree* and *Gairloch*, presenting lovely retrospective views of the loch and its islands. A little beyond the summit (410 ft.) it passes on the left *Loch Bad-na-Skalaig*, just beyond the far end of which the old grass-grown road to *Gairloch*, a delightful walk, diverges on the right. **Kerrysdale**, which we now enter, is a charming bit of Highland scenery. The road winds down the hill-side above and to the right of the stream, which, one mile down, makes a beautiful succession of falls (*p.* 78). Then, $2\frac{1}{2}$ miles from *Gairloch*, the coast-track towards *Loch Torridon* strikes away to the left. The *Gairloch* road ascends slightly through a birch-coppice, and then drops to *Gairloch* at the outlet of *Flowerdale*. The steamboat pier is seen on the left, and in less than another mile we draw up at the **Gairloch Hotel**.

Gairloch.

(*Map opp. p.* 79.)

Postal Address :—"Gairloch, Ross-shire."

Hotel :—*Gairloch*, first-class ; 1 *m.* from steamer pier. Boarding terms :—June, 63s. a week ; July and Sept., 72s. 6d. ; August, on application. B. & A. from 4s. 6d.

Distances : (*By road and rail*) *Loch Maree Hotel*, 10 *m.* ; *Kinlochewe*, 20 (—*Achnashellach Station*, 31 ; *Strome Ferry*, 43 ; *Kyle of Lochalsh*, 53) ; *Achnasheen Station*, 29 ; *Strathpeffer*, 59 ; *Inverness*, 76 ; *Aberdeen*, 184 ; *Edinburgh*, 268 ; *Glasgow*, 282 ; *London*, 663.

(*By Road*) :—*Poolewe*, 6 *m.* ; *Aultbea*, 13 ; *Duiddonnell*, 32 ; *Ullapool*, 39 ; *Lochinver*, 71.

(*By Sea*) :—*Portree*, 30 *m.* ; *Kyle of Lochalsh*, 57 ; *Oban*, 150 ; *Glasgow* (by *Crinan Canal*), 265, (by *Mull of Kintyre*), 322.

P.O. (near Pier, 1 *m.* from hotel). Desp., early in morning ; del., evening ; no Sunday post. **Tel. Off.** open 8–8 ; *Sun.* 9–10.

Public Conveyances—**Coaches** direct and with sail up *Loch Maree* and early **mail-car**, see *Yellow Inset*, and **Steamer**, M., W., and F., to *Portree* and *Oban*, 5.30 a.m. To *Stornoway*, etc. ("Claymore" or "Clansman"), Sat. morn.

English service is held during the season in the drawing-room of the hotel; the **Free Church** is close at hand, and the **Church of Scotland**—the parish church—about half-way between the hotel and the Post Office.

Fishing. Loch Tollie, 4 miles away, contains brown trout, and affords good sport, free to visitors at the hotel; also Loch-an-Eilean. Boatmen, 4s. and lunch.

No tourist resort in the north of Scotland, unless it be Lochinver, has grown so rapidly in popular favour during the last thirty years as Gairloch. Its hotel, at that time an ordinary inn, has been enlarged from time to time until it now ranks with the first houses in Scotland. During the middle part of the season visitors should always telegraph for rooms.

Gairloch itself—the “short loch”—is a wide and open arm of the sea, navigable to its head, close to which is the landing-stage. The immediate surroundings of the loch are not marked by those bold outlines and soaring heights which characterize many of the western sea-lochs of Scotland. On the south the land shelves down to the sea at a long and uniform slope; northwards the shore is more broken, but displays no striking features. Behind this comparatively uninteresting foreground, however, there rises a screen of grand mountain scenery, and the valleys which open on to the head of the lake are distinguished for their quiet and at the same time luxuriant beauty. The hotel is finely placed well up above the northern shore of the loch, nearly a mile west of the steamboat pier. Morning bathers may enjoy a delightful dip from firm sands a few hundred yards to the east of it. The view from the front of it extends across the loch and over the low ground beyond to the northern hills of Skye, amongst which the Storr Rock holds the place of honour, while more to the west are seen, across the open sea, the rocky islets north of Skye. The higher ground close to the hotel commands the mountains between Loch Maree and Loch Torridon, Ben Alligin and Baeish-ven (Gaelic, *Bathais-bheinn*) being the most prominent of them as seen from this locality.

Rambles about Gairloch.

A capital bird's-eye view, comprehending the north part of Skye, the mountains of Harris and those of the mainland between Loch Maree and Loch Torridon, may be obtained by climbing the hill behind the hotel. The top is marked by a small cairn with a stick in it.

Flowerdale. This beautiful little valley opens to the head of Gairloch, close to the Post Office and the steamboat-pier. The road up it turns out of the main road on the near side of the bridge, $\frac{3}{4}$ m. from the hotel, and continues along the north side of the stream for more than a mile, flanked for the greater part of the way by fine timber, in which the ash and beech are specially prominent. On the left hand, close to the entrance to the valley, is the house of Sir Kenneth Mackenzie, the principal local proprietor. The road, when it ceases, is succeeded by a green path, which itself comes to an end in about half a mile at the foot of

two small waterfalls, beyond which by following the depression to the right you will, after a rough walk of about 4 miles past two mountain-lakes, come out on to the Achnasheen road, about three miles short of the *Loch Maree Hotel*. The walk is, however, a rough one, and hardly to be recommended as an alternative to either the new or the old direct road from Gairloch to Loch Maree.

A pleasant stroll may be enjoyed by quitting the Achnasheen road through a gate on the right at a break in the wood just after breasting the hill, $1\frac{1}{2}$ m. from the hotel. The path thus entered leads down to **Kerrymouth**.

Circular tour by Tollie and Loch Maree. 24 m. *Fare*, 10s. 6d. Leaving the hotel after breakfast tourists get back in comfortable time for the evening table-d'hôte. Sixteen miles of driving, 6 at the beginning and 10 at the end, with the intervention of an 8-mile sail (by steamer) (*p.* 80), constitute the journey, which comprises the best view of Loch Maree. Pedestrians may obtain this view— $4\frac{1}{2}$ m. from Gairloch—and then take a hill-path along the south-west side of the loch, and separated from it by a slight intervening ridge, to Slattadale, 2 m. short of Loch Maree Hotel. *Total distance from Gairloch to Loch Maree Hotel, about 12 m.*

From Gairloch the road ascends, and soon loses all distant prospect in the recesses of that low, hilly country, which abounds on the north-west coast of Scotland, and is characteristic of the Archæan gneiss formation. In between three and four miles **Loch Tollie**, an excellent trouting loch, free to visitors at the *Gairloch Hotel*, is skirted on the right. Some way beyond it the pedestrian path to Talladale and the *Loch Maree Hotel* strikes off on the right and the coach-route descends by a fair road to Tollie Farm and a small landing-stage. The pedestrian route presents no difficulty. It joins the highroad a little beyond Garavaig Bridge.

No view of **Loch Maree** is equal to that from Tollie, but the precise position of **Tollie** is difficult to define. The loch comes into view a little beyond Loch Tollie, and its full length is seen from a point at which the road turns left to Poolewe. From anywhere about here the tourist may choose his own view-point. The ground slopes to the foot of the loch, about half a mile distant, near to which is the farmhouse of Tollie.

For a full description of Loch Maree, see *p.* 79, etc. As seen from Tollie, the great charm lies in the full-length vista, in the precipitous character of the hills which drop into it, especially on the north side, Ben Airidh-a-Char (Arry-car), Ben Lair, and Slioch being the most prominent, and in the softly outlined background presented by the peaks of Carn Liath and Moruisg, which cut the horizon 25 miles away.

Loch Maree is connected with the sea by the **River Ewe**, 2 miles in length, falling into Loch Ewe by the village of Poolewe. The view from the bend of the road at Tollie in this direction is also very pretty, both the village and the loch

being visible. Then, as we row up the loch, we have the slopes of Ben Airidh-a-Char on the left, and lower but more precipitous heights on the right. In two miles the lake suddenly expands to its widest part. The depression in the hills, over which comes the road from Gairloch, appears on the right, and in front we have the beautifully wooded islands (*p.* 80). Passing to the right of these, and gaining as we proceed a closer view of Slioch and the other mountains which cluster round the head of the loch, we reach the rustic little pier which abuts into the lake at the **Loch Maree Hotel**.

For return journey to Gairloch, see *p.* 75.

Gairloch to Loch Maree, 10 *m.*; **Kinlochewe**, 20; and **Achnasheen**, 29. *Coach*:—Direct abt. 8.30 a.m.; and with sail up Loch Maree, 8.15 a.m.; *mail-car* (1 horse) *early morn.*

Route described the reverse way on p. 74.

In this description we shall only give full details as far as *Loch Maree Hotel* (Talladale).

From the hotel the road climbs a short brae, from the top of which there is a beautiful view over the head of the loch, the highest mountains visible being Ben Alligin on the right, somewhat pointed, and the ridge of Baeish-ven, more level, on the left. It then drops to the beautifully wooded little *Flowerdale*, which it leaves on the left, crossing the stream that threads it, close to the head of the loch and the Post Office.

Old Road. This goes to the left of the Post Office and ascends obliquely the brae on the right of Flowerdale. In $1\frac{1}{2}$ miles it almost drops to the new road opposite a bridge, but from that point the two lose sight of each other again and only rejoin a little short of *Loch Bad-na-skalaig*, nearly 5 miles on the way. This is a delightful alternative route for pedestrians who have already travelled the new road.

From the Post Office we enter the **Pass of Kerrysdale**, a narrow little ravine fringed with birch, larch, and ferns. Baeish-ven forms a striking background to the scene. The *River Kerry* is reached 2 miles on our way, at the commencement of a mile or so of flattish heath-land.

To Shieldaig. From Gairloch, 24-26 *m.* A new carriage-road strikes to the right $2\frac{1}{2}$ *m.* from Gairloch and, crossing the river, leads in $9\frac{1}{2}$ miles to **Red Point**, 12 miles from Gairloch. Hence the footpath to **Diabeg** (19 *m.*) is very bad and trying to the feet, being for a great part of the way along a steep slope overlooking the sea. A boat may be hired at Diabeg, whence it is 5 miles to Shieldaig, or at *Alligin*, 2 miles beyond Diabeg, and 3 miles nearer to Shieldaig; or the path may be followed to the head of Loch Torridon, passing the finely situated Torridon House (D. Darroch, Esq.). Small new *Temperance Inn* at Torridon. From Torridon there is a fair track by Annat to Shieldaig, commanding beautiful views across the loch of the Torridon Mountains. There is a very fair inn at *Shieldaig*, and communication by mail-cart with *Strathcarron Station* on the Skye railway. This district belongs entirely to our other volume on the Highlands. The mail leaves very early.

The valley now narrows, and the road winds up its northern side to the **Kerry Falls**, four miles from Gairloch. Here the river makes four or five successive leaps, none of them quite sheer, or

more than 20 feet in height, but forming, in combination with the heathery hills around, a charming scene. Beyond them the road continues its ascent and, passing a path on the right which leads to the Flowerdale deer-forest, skirts **Loch Bad-na-skalaig**, a fine sheet of water, preserved by Sir Kenneth Mackenzie.

The basin in which Loch Maree lies reveals itself a little short of the *col* (400 ft.), 6 miles from Gairloch, and soon the loch itself appears in its widest part, the islands being clearly mapped out before the eye. Thence, all the way to Talladale, the scene is a most enchanting one, though the loch certainly fails to present that savage and terrific aspect with which it has been popularly accredited. On the opposite side Slioch, square and massive, but not deficient in gracefulness, rears himself a head-and-shoulders above his fellows. The lesser mountains on the same side towards the foot of the lake are Ben Lair and Ben Airidh-a-Char.

Approaching the water-side we cross *Garavaig Bridge*, 100 yards to the right of which are the *Victoria Falls*—so named from a visit of Queen Victoria in 1877.

The rest of the way to Talladale is by the loch-side, through a beautiful wood, on emerging from which we reach the **Loch Maree Hotel** (*Post arr. aft. ; dep. morn.*), a convenient resting-place for those who wish to fully explore Loch Maree. Visitors have the privilege of fishing in the loch. Charges, 3s. 6d. each boatman, and lunch. The trout run from $\frac{1}{2}$ lb. to 7 lbs.; average, $1\frac{1}{2}$ to 2 lbs. There is a post and telegraph office in the hotel.

Route continued p. 81.

Loch Maree is a lake which has rather suffered from a surfeit of praise. That excellent writer and most conscientious guide, the late Mr. Anderson, thus described it some sixty years ago, "This lake is eighteen miles long" (the real length is a little over twelve miles) "and from one to two miles broad; and the scenery on either side of it is about the most utterly savage and terrific, in its barrenness and loneliness, of any of this land of mountain and flood."

This description will, we think, appear to the majority of tourists not only overdrawn, but to a still greater extent inappropriate. Of the genuine merits of Loch Maree there can be no question. It is a noble sheet of water on which the steep and effective mountain-slopes, descending in one place directly to its margin, and in another retiring behind an interspace of fir-clad hill, or almost level pasture, confer an aspect of stateliness unsurpassed, perhaps, by any other lake in Britain; but as an expression of the savage and terrific in Nature, it cannot for a moment compare with Coruisk or Loch Hourn. Even in simple severity of character it can hardly compete with the Cumberland lake of Wastwater. Eighty years ago, however, no coaches ran by the side of Loch Maree; the only inns were 2 and 6 miles from its upper and lower ends respectively, and, after all, in every

æsthetic classification of scenery we are unconsciously biased by the extent of human association which we attach to the particular spot. "A good inn in the foreground" is a wonderful civilizer of Nature's savagery.

Pine and birch are the chief sylvan adornments of Loch Maree, and the peculiar bluish-green tint which distinguishes the foliage of the former in the north of Scotland is nowhere more noticeable.

Excursions from Talladale. (*Loch Maree Hotel.*)

(1.) A pleasant hour or two may be devoted to the climb of the little hill, crowned by a bare boulder, opposite the hotel. It is called **Torr-na-hiolare**. Cross the road from the hotel, and follow the course of the little burn which falls into the lake a few yards east of it, until you can comfortably make the ascent by bending round to the right. The view of the loch from the first summit is very fine, but it is improved if you travel on to the second, which appears about half a mile further away when you reach the boulder. The name of this is **Meall Garavaig**.

(2.) **Talladale Falls** are about three miles up the stream, which is crossed by the road $\frac{1}{2}$ mile east of the hotel. After rain there is a considerable rush of water.

(3.) **The Islands.** A whole day may be most enjoyably spent in making the circuit of the islands of Loch Maree with or without a fishing-rod. They are more extensive than those on any other loch in Great Britain, except Loch Lomond, and are covered by wood of native growth throughout. Their general level is low and the absence of rock and of any distinctive heights in them—the largest only reaches 100 feet in one place—places them, from a picturesque point of view, below the islands of Loch Lomond and Loch Katrine. The abundance and the rich tint of the heather is a striking characteristic.

The visitor will, of course, choose his own route, but that which we have traced on the map is as good as any. By it we row across the loch, to begin with, and pass between the largest island (*Eilean Subhainn*, pronounced *Suinn*), and *Eilean Eachainn*, to **Isle Maree**—one of the smallest, but the most interesting historically of the group. It is covered with trees—larch, holly, and others—and beset with undergrowth, through which a path has been made by the tramp of the visitors. In the middle is the old *Burial Ground*—a tangled brake dotted with rude stones and canopied over by trees. The last interment was in the year 1880. Foolish tourists have killed a holly-tree on the island by sticking coppers in its bark. Wise ones, in the interest of themselves and trees generally, take them out.

Leaving Isle Maree we row on between the big island and the north shore of the loch. There is little to be gained by landing on the former. Walking across it is desperately hard work.

Perhaps the most beautiful of the islands are the more westerly ones—*Garbh Eilean* ("rough island") and *Eilean Ruairidh* (pro-

nounced "Roo-ar-ee"). Their surface is more broken than that of the others. On an offshoot south of the latter are the remains, just traceable, of an old *chapel*. In the Presbytery records of Dingwall an account is given of sacrifices offered here within the last 200 years by some men from Inverasdale.

Loch Maree Hotel to Kinlochewe, 10 m.; and **Achnasheen**, 19. (*Continuation of route from Gairloch.*)

Fully described the reverse way on p. 74.

For the first four miles, as far as the *Bridge of Grudie*, the road is along the bare hill-side. Then it draws close to the lake and continues through beautiful woods to the far end of it, two miles beyond which is **Kinlochewe** (p. 74; *hotel*). Beyond Kinlochewe it ascends *Glen Docherty*, affording a splendid retrospect of Loch Maree. The watershed is reached four miles beyond Kinlochewe, and the rest of the way, part of which is along the shore of *Loch Rosque*, affords little relief to the characteristic dullness of watershed scenery, although it is enlivened by two shooting-lodges. The *Achnasheen Hotel* is a good one.

ULLAPOOL AND DUNDONNELL SECTION.

Gairloch to Ullapool. (*Maps opp. pp. 75 and 88.*)

Gairloch to Poolewe (Inn), 6 m.; Aultbea (Inn) 14; Dundonnell (Hotel), 34; Ullapool, 42.

Mail-Cart every week-day evening to Poolewe, 1s. 6d., and to Aultbea, 3s.

Cycling. A very interesting route throughout. Stiff ascent and descent between Gairloch and Poolewe. Up and down thence to Little Loch Broom; fair to Dundonnell; hard ascent and breakneck descent (500 ft. in 1 m.), to Aultnaharrie, whence row-boat (1 m.) to Ullapool.

Note.—The road between Aultbea and Dundonnell is available for carriages throughout. An alternative route is to take a boat from Sands, three miles beyond Aultbea, to Dundonnell or Ullapool. The charge for a boat and four rowers is about 23s., and the time occupied on the voyage varies from three to five hours according to wind and tide. In good weather it is a very enjoyable one.

The special attractions of this route are the view of Loch Maree from Tollie (*p. 77*), and the descents to Little Loch Broom and to Great Loch Broom, the latter opposite Ullapool. That part of the road also which skirts Loch Gruinard is very fine, and Dundonnell is within two or three miles of one of the wildest corries in Scotland.

The Route. As far as Tollie the road is described on *p. 77*. From the bend in it, whence the Loch Maree view is seen at its best, there is also a very pretty front prospect over Poolewe and a strip of Loch Ewe. The river Ewe, by which the waters of Loch Maree find their way into Loch Ewe, is less than two miles long, and famous for its salmon and sea-trout. Sir Kenneth Mackenzie is the proprietor, and the fishing is all let. The banks of the river are nicely wooded.

Poolewe consists chiefly of a long row of houses, terminated seawards by a comfortable and homely hotel. The Glasgow steamer calls once a week (*Sat. morn.*). There is nothing calling for remark in the place itself. The most interesting excursion from it, after that to Loch Maree, is to the **Fionn** ("fair," pronounced Fewn) **Loch**, to which there is a carriage-road six miles in length.

This loch is finely situated between Ben Airidh-a-Char (2,523 ft., pronounced "Arry Car"), on the south side, and Ben Chaisgean Mor (2,802 ft.) on the north, both of which present fine precipices towards it. It is a celebrated fishing loch, strictly private, and contains *Salmo ferox*. Its extreme east end terminates in the Dubh Loch, hemmed in by steep rock walls.

From Poolewe our road onwards is across the bridge, past *Inverewe House*, with its celebrated *Gardens* (O. H. Mackenzie, Esq.), and for the next few miles over a dull undulating country of no interest till a longish hill is ascended and Loch Ewe again comes in sight, on the shore of which is Aultbea. One or two obvious foot-tracks somewhat shorten the distance. **Aultbea** has still less noteworthy about it than Poolewe. The inn has been rebuilt, and is now a *real* convenience to travellers. Beyond the village, the road quits the shore and crosses the slight elevation separating Loch Ewe from Loch Gruinard. In about $1\frac{1}{2}$ miles the latter comes into view, and beyond it the long serrated ridge of Ben More in Coigach, to the left of which is the saddle-shaped isolated summit of Ben Ghobhlach, the chief height between Little and Big Loch Broom. On reaching the side of Loch Gruinard at **Sands**, 3 miles beyond Aultbea, those who do not care to walk 17 miles must launch their boat. Wishing them God speed, we will ourselves continue to be our own locomotives. Except in rounding Cailleach Head, between the two Loch Brooms, when they will get a closer view of Ben More Coigach, they will see nothing more than we shall, and they will miss a good deal.

From Sands our road skirts **Loch Gruinard**, passing for some miles through a thick though scattered population, and presenting in front a grand mountain outline, the chief heights of which are the Teallach group. In all His Majesty's dominions we have never seen more striking outward signs of utter neglect than hereabouts. The dwellings are hovels—piles of loose stones with little or no cement; covered, where the roof has not fallen in, with thatch so long neglected as to resemble, more than anything, an abandoned garden—"things rank and gross in nature possess it merely;" holes for chimneys; and the light admitted by openings that seem to hint at a local ignorance of the repeal of the window-tax. Outside, the same utter lack of thrift and tidiness: what cultivation there is consists of grass and scanty oats, and, if we may judge from appearances, the yellow ragwort.

Beyond this aggregation of squalid tenements the road crosses a burn and leaves the water-side, rising to a considerable height only to drop again very steeply to the head of the loch, near to which, at a little cottage on the left, food may be had. A few yards further the *Little Gruinard*, which issues from the Fionn Loch, is crossed. Then, striking inland, we pass, on the left, the farmhouse of *Fisherfield*. The main *Gruinard River*, which it now reaches, is crossed by a bridge erected in 1889.

The *River Gruinard*, which we are now crossing, issues some miles higher up from Loch-na-Sheallag, a wild mountain-loch from whose north-eastern shore rise the splendid Teallach peaks, confronting, on the opposite side, Ben Dearg. The Teallach peaks form part of the Dundonnell deer-forest.

In its lowest part, just before entering the sea, the Gruinard rattles through a rocky and picturesque little ravine to the left of the road, which here passes through a pleasant wood. Emerging,

it passes on the left *Gruinard House* and its dependencies—presenting a marked contrast to the style of tenement we have so far been accustomed to on this route—and then, turning inland to the right, ascends a long monotonous hill. As we climb, the hills which flank Little Loch Broom on the south come into view, *Sail More*, the nearest and most prominent of them presenting the outline of a complete semicircle.

At the top of this long ascent **Little Loch Broom** comes into view. It is a long straight arm of the sea with steeply sloping shores, now and again diversified by patches of bright green cultivation and rows of crofters' houses. The hills on both sides are boldly shaped, but have not sufficient contrast of natural richness at their feet to counteract the impression of sameness produced by the straight shore-line. The road descends to the loch-side by a long easy hill and, $2\frac{1}{2}$ miles short of *Dundonnell Hotel*, crosses the *Ardessie Burn*, which descends in a succession of falls, of which the most noted are, the *Bridge*, the *Dirrochan*, and the *Wide Fall*. To see them, walk about a mile up the glen. Close to the burn and on the left of the road is a huge boulder—a veritable “Bowder Stone” of red sandstone.

The **Dundonnell Hotel** affords excellent sleeping accommodation and, notwithstanding its remoteness, good fare. The letters and everything else come from Ullapool, 8 miles distant, across a ferry, and over a terribly steep brae. There is good sea-fishing and bathing.

Every tourist reaching Dundonnell should stay long enough to explore, as far as may be permitted, the splendid scenery of the **Teallachs** (Gaelic, An Teallach = the forge; pron. Chull-ach). In any case, by proceeding four miles up Strathbeg on the Garve road, he will obtain one of the finest mountain-views in Scotland, and with a little diplomacy he may contrive to continue his journey another three miles to Loch Toll-an-Lochain.

Following the Garve road, we reach in less than a mile the river-side. On the left hand, at some distance, is *Dundonnell Lodge*. All this part of the valley is grassy and pleasantly wooded. Several tributary streams are crossed, and beyond the third, three miles from the inn and a few hundred yards after emerging from the wood at the farm called Dundonnell House, a hill-track strikes away to the right. Then the road sweeps round to the left and climbs to another wood. It is from this rise that the best view of the Teallachs is obtained. Except the Coolins, and some of the Arran heights and Glencoe, no peaks in Scotland present such broken, jagged, and precipitous summits as these. The main ridge lies back, and is broken into several divisions by lateral spurs of smoother but scarcely less steep acclivity, enclosing in their arms deep corries. In the more southerly of these corries is **Loch Toll-an-Lochain** (“the hollow of the little loch”), a lochan unsurpassed in the mingled grandeur and gloom of its surroundings. It is itself nearly 1,700 feet above sea-level, and the

cliffs tower above it to double that height, the highest and widest being the serrated main ridge which forms the centre-piece of the amphitheatre. The stream issuing from it is the one which we crossed at the end of the plantation opposite Dundonnell House.

To reach Toll-an-Lochain, proceed up the cart track on the east side of the Allt Gleann Chaarachain for about $1\frac{1}{2}$ miles. Cross the stream, and bear away to the right across the moor, so as to strike the stream which issues from the loch about 2 miles or so from its outlet. A stiff pull up beside this stream lands you at the loch.

A hundred yards or so from the view-point on which we have been standing, and to the north of the road, the Dundonnell—or Strathbeg—River forces its way through a **chasm** from 100 to 150 feet deep, and only a few feet wide. A wooden foot-bridge spans the chasm just above the confluence of a tributary burn. The spot is easily found, but so thick and high is the heather and other scrub, and so suddenly do you come upon the abyss that care is required in approaching it, and it is difficult to obtain a comprehensive view into its depths.

It is worth while to follow the Garve road for another mile, passing under some sheer crags on the left, which at first sight seem to forbid further progress. Beyond them the country opens out somewhat, and unless you are going the whole way to Ullapool (28 m. from Dundonnell) or to Garve (34), no object is gained by proceeding further. (*For the routes see below.*)

Dundonnell to Ullapool (*Aultnaharrie Ferry, 7 m.; Ullapool, 8; hire row-boat*). The road makes a considerable circuit by *Dundonnell Lodge*, but the landlord will point out to pedestrians a short cut across the broken strath in front of the inn and over the river by rough stepping-stones, whence, by climbing the brae beyond, the road may be reached in about half an hour from the inn, and two miles of the distance saved. Once gained, the road ascends gradually to the beallach (800 ft.) between the two Loch Brooms, but the descent on the other side is very steep—almost too steep for vehicles (1 in 5 in many places!). The bird's-eye perspective from it over Loch Broom and Ullapool is beautiful and distinctive, the little West Cromarty capital projecting on its flat promontory into the lake in striking contrast with the hills behind it.

At *Aultnaharrie* is a poor little public-house, whence the tourist will cross to **Ullapool** (p. 88) with all speed.

Garve to Ullapool or Dundonnell. (*Map opp. p. 75.*)

Garve to Alguish Inn, 10 m.; the "Junction" (fork of Dundonnell Road), 20 (—Dundonnell Inn, 35; Ullapool, 32 $\frac{1}{4}$).

Mail Coach to Ullapool every forenoon (8s.). No public conveyance to Dundonnell.

Cycling (*see Pink Inset*). Gradual rise from 280 to 750 feet to Alguish: then nearly level and another rise to 900 to Strath Dirrie. Fine but steepish

descent from Braemore (615 ft.). Last alongside Loch Broom hilly. Surface loose and ruffy.

This route is pretty for the first 10 miles as it follows the curve of Strath Garve, dreary for the next 9, and for the rest, whether to Ullapool or Dundonnell, through some of the finest and most remarkable scenery in the Western Highlands. There are good hotels at Ullapool and Dundonnell, but no other inn, except Alguish, on the way to either. The *Garve Hotel* is also good, and has lately been thoroughly renovated.

The Route. For the first mile this goes side-by-side with the railway; then it sweeps almost back again to the right and follows the course of the Blackwater up *Strath Garve* all the way to **Alguish Inn**, passing on the way (6 m.) *Inchbea Lodge*, the "Black Bridge," and (8 m.) *Strathvaich*. On the right rises Little Ben Wyvis, or "Tom-na-Caillach," as the Ordnance Survey calls it. The old road strikes up the hill to the left, about $1\frac{1}{2}$ miles from Garve, just after the bend has ceased. By adopting it, 2 miles in distance is saved, but nothing in time, as it is now a rough mountain-track. It rejoins the new road near *Alguish Inn*.

Between Alguish and Braemore the road gradually ascends a desolate moor called the *Dirrie Mor*. The summit-level is reached at *Loch Droma*, 900 feet above the sea. The chief mountain on the right is *Ben Dearg* (Ross-shire) (3,547 ft.). Beyond the loch the magnificent Teallach peaks come into view far away in front, but the immediate scenery continues dull till we reach the fork of the road for Dundonnell opposite the lodge for **Braemore**, locally known as the "Junction." Then the change is talismanic. The "wilderness blossoms as the rose." On the right the flowers, massed round the lodge, bloom with marvellous vigour; on the left, just below the divergence of the Dundonnell road, a long, narrow and deep ravine commences, its flanking rocks clothed with birch and other trees, and its depths occupied by a stream which in the course of a few hundred yards makes three distinct and beautiful falls. A gravel walk, open to the public through the liberality of the proprietor, Sir John E. Fowler, is entered a few yards beyond the lodge. The uppermost fall, which is close to the bend of the stream, to the left of the entrance gate, somewhat resembles the graceful drapery of a Shetland shawl, so light and gossamer-like is the appearance of the water as it falls in glistening spray over the shelf of rock. Below the nethermost a light bridge is thrown across the chasm. The walk is continued to a platform of rock whence there is a beautiful vista down the whole lower part of the ravine, which never loses its character until the stream escapes from its rocky fastness into the verdant meadows of Strath Broom. The proper name for these falls is the **Measach**; they are also called *Corriehalloch*. Among a great variety of trees the *Wellingtonia* thrives most lustily. Whether bound for Ullapool or Dundonnell no tourist should grudge the half-hour or

so required to view this scene properly. Among the most distinguished visitors and keenest admirers of it may be named the late Lord Leighton and Sir John Millais.

(a) **Braemore to Dundonnell Inn**, 15 m. The road crosses the stream above the falls, and, skirting the wood on the other side, affords, where the trees allow, a splendid full-length view of Strath Broom, with the upper part of Loch Broom at the end of it, and Ben More of Coigach in the background. Then, after turning south-west along the tributary *Caleig Water*, and proceeding in that direction for nearly 3 miles, it resumes its old direction, and $1\frac{3}{4}$ miles further reaches its highest point, 1,110 feet above sea-level. On the left are the Fannich mountains, called the "Ross-shire Alps." Thence the descent for the first few miles is dull, but about 5 miles short of Dundonnell the hills on both sides close in, and as it sweeps round to the left—very steep—the Teallach peaks burst upon the eye with grand effect, while on the right the Strathbeg stream, together with a smaller tributary, pierces one of the deepest and narrowest chasms in Scotland. We give a fuller description of this scenery under the head of Dundonnell (*p.* 84). The *Dundonnell Hotel* is close to the head of Little Loch Broom.

(b) **Braemore to Ullapool** (*main route continued*), 13 m. From the lodge at Braemore the road descends side-by-side with the stream which we have described above, keeping well above it on the right hand and in one place affording a fine view down the ravine. At the foot of the hill, on the left-hand side, are the offices, stables, etc., of Braemore, prettily overgrown, as everything about here is, with flowers. Then we proceed, with the green strath on our left and the woods climbing steep and high on our right, to the head of **Loch Broom**, 4 miles distant, passing on our way *Inverbroom Lodge*. At the head of the loch are the parish church, manse, schoolhouse, and P.O. of *Inverbroom* and, on our right, *Inverlael Lodge*.

The drive along Loch Broom derives additional interest from the up-and-down course of the road, which makes it command a succession of beautiful views in both directions. The long street of **Ullapool** extending on its flat promontory far into the loch lends a distinct character to the scene. A little short of it we pass Leckmelm House (*see p.* 89). The *Royal Hotel* is at the entrance to the village, the *Caledonian* a little further on, nearer the pier.

Ullapool.

Postal Address:—"Ullapool, Ross-shire."

Hotels:—*Royal*, $\frac{1}{4}$ m. from pier; *Caledonian*, near the pier.

Distances:—(*By sea*) Glasgow, 350 m. (295 by Crinan Canal); Oban, 180; Portree, 60; Lochinver, 30; Stornoway, 50.

(*By road*) Garve, 32 m. (Inverness by rail, 63); Dundonnell, 8; Poolewe, 36; Gairloch, 42; Lochinver, 32.

Coach every morning to Garve, 8s. **Steamer**, "Clansman," from Glasgow, Oban, and Portree, every *Wed.*

Post leaves early in the morning, and arrives about 6 p.m., by coach.

Tel. Off., open 8-8. *Sun.*, 9-10.

Pop., abt. 700.

"What sort of a place is Ullapool?" the writer once asked whilst crossing the ferry. "There's not a day's work in it," was the laconic, and for a Highlander, direct answer. This is a pessimist view. At the same time there can be no doubt that remoteness and distance from railway communication have prevented the village from turning to full account the splendid natural advantages which it possesses. The railway *may* come. Meantime Ullapool is a delightful halting-place for such as like quietness and fishing amid beautiful surroundings. It is laid out on a rectangular plan, the main row of houses running alongside of the sea-wall, which forms the eastern side of the promontory whereon the whole village stands. The sea is beautifully clear, and deepens so rapidly that the shortest of piers admits vessels to its side at all states of the tide. In a busier and more accessible part of the country Ullapool would take the first rank as a harbour. There is nothing whatever in the village itself to detain the tourist, but the surrounding scenery is fine in every direction, and, in some parts, of the highest order, though there is no great variety of excursions. On a bright day, when Loch Broom reflects the blue of the sky in all its purity, or better still, when its surface is "dappled o'er by many a passing cloud," there is not a lovelier drive in Scotland than that to Braemore, and the voyage across to Stornoway affords a panoramic retrospect of the chief West Highland summits from Cape Wrath to Loch Torridon. The hotels are comfortable, the bathing is safe and good, and there is excellent sea-fishing and some troutng.

A pleasant walk may be taken round the brow of the hill by a rough cart-track to **Loch Achallt** (3 m.), returning by the carriage-road alongside the Ullapool river. Visitors staying at the hotels may fish a part of this stream. The loch is preserved. The track climbs steeply from the village, and then, working round the hill, drops to the carriage-road a little short of the loch, but there is nothing to prevent one descending to the road anywhere. *Loch Achallt*, as seen from the higher part of this track, is a pictur-

esque sheet of water, but the best scenery is beyond it, along the road to *Rhidorroch Lodge*, 8 miles from Ullapool, up to which point there is a good road, continued by a fair track for another 12 miles to *Oykel Bridge* (p. 93).

Ullapool to Braemore, 13 m.; **Alguish Inn**, 22; **Garve**, 32. *Coach abt. 9 a.m., 8s.*

By far the most beautiful drive from Ullapool. It is described the reverse way on page 87. The road goes up and down along the north side of the loch, passing on the right hand (3 m.) the *Leckmeln*, the mansion of Mr. Pirie of Aberdeen. It stands in a large wall-enclosed garden, which is courteously shown to visitors by the head gardener. Roses are a strong feature.

The loch comes to an end in 6 miles at *Inverlael*, and the rest of the way is along a green beautifully wooded strath, which rises at its end to the desolate upland valley of *Strath Dirrie*. For **Braemore**, see p. 86. Those who proceed by coach to Garve re-enter civilization near *Alguish Inn*, a welcome hostel, 22 miles from Ullapool, and the only house of entertainment on the way. From Alguish the road follows the course of the Blackwater. An old road—very rough—saves two miles of distance, but nothing in time.

Ullapool to Dundonnell (Hotel), 8 m.; **Aultbea (inn)**, 28; **Poolewe (Hotel)**, 36; **Gairloch (Hotel)**, 42.

Reverse route fully described on p. 82. See there particularly remarks on the alternative sea and land routes.

Hire a boat to *Aultnaharrie* (1 m.), between which and Dundonnell the hill on the Ullapool side is fearfully steep—probably the steepest hill on a public road in Scotland. Pedestrians may save 2 miles or so by descending the brae by no marked path straight upon **Dundonnell Hotel** (good) from about $3\frac{1}{2}$ miles beyond Aultnaharrie. The river at the foot is crossed by some rough stepping-stones.

From Dundonnell the road skirts *Little Loch Broom* for several miles, passing the *Ardessie Burn* (p. 84), 2 miles from Dundonnell, and then climbs a long hill to descend a corresponding one to the *Great Gruinard River*, which is crossed by a bridge. Beyond this, for nearly 4 miles the road (recently made fit for carriages) skirts *Loch Gruinard* for some distance. At *Sands*, 3 miles short of *Aultbea*, it turns inland for that village. Then it climbs again, skirting *Loch Ewe* for a little way, and descends to *Poolewe*, whence, affording a splendid view up *Loch Maree* from *Tollie* (p. 77), it proceeds to **Gairloch**. *Mail-cart from Aultbea to Gairloch early in the morning.*

Ullapool to Lochinver, 32 m. *No inn on the way.*

The direct route is very hilly and, after the first eleven miles, rough. The longer and best road is by *Ledmore* and *Inchnadamph* (38 m.). This rises steeply after eleven miles from 400 to nearly 1,000 feet.

Until some years ago the only communication by road between Ullapool and Lochinver was round by Ledbeg, Inchnadamph, and Loch Assynt, a circuit of 38 miles. The new and more direct road quits the old one 11 miles from Ullapool, and, proceeding by the north shores of Lochs Lurgan and Baddagyle, crosses the low neck between the latter and Strath Polly, and reaches the shore half-way along Loch Enard. There is also a coast-track under Ben More Coigach to the long straggling hamlet of Achiltibuie, and so on to Loch Baddagyle. As will be seen from the map, the western shoulder of Ben More sinks very steeply into the sea.

The only public communication between Ullapool and Lochinver is by steamer once a week (*abt. Wed. morn.*), but it is uncertain which place is taken first.

Quitting Ullapool by the street which strikes north from the village, we cross the Ullapool river and ascend to a height of nearly 300 feet, descending by a zig-zaggy course on the other side, and again reaching the shore opposite Isle Martin. From this part of the journey the long-ridged Ben More is seen from head to foot, blocking the view northwards. Then we ascend a narrow glen from the top of which our road drops suddenly to the river *Kanaird*. Crossing this it again rises through a somewhat desolate country to a height of 400 feet and, after proceeding for more than a mile over level ground turns abruptly to the left a little short of *Drumrunie Lodge* (11 m. from Ullapool).

Hence the **old road**, still a good one, continues to rise, till in 2 miles it reaches its highest point (770 ft.), maintaining that level for more than 2 miles further, and then descending to the hamlet of *Knochan*, beyond which it passes the eastern extremities of *Loch Veyatie* and *Camloch*—famous trouting lochs—and joins the Lairg and Lochinver road at *Ledmore*, 1½ miles west of the *Ault-na-gaigh Inn*, and 6 east of that at *Inchnadamph* (p. 94).

The new road, which we are now describing, soon enters the deep hollow wherein lies **Loch Lurgan**. Few Scottish lochs of any size present a more out-of-the-world appearance than this one. It is 4 miles long, and crescent-shaped. On the south side the bow of the crescent is filled in by *Ben Run*, while to the north and east *Coulbeg* and *Stack Polly* (Gaelic, *An Stac*) vie with each other in the precipitous crags and slopes which they send down into the lake. The uppermost stage of *Stack Polly* is specially fine, consisting of vertical cliffs of rugged and picturesque outline. Eagles are still fairly common in these wild recesses.

About Loch Lurgan there is little or no wood until we reach the far end, and of human habitation there is literally "one bare dwelling, one abode, no more,"—a shepherd's shanty at the main bend of the lake, between it and the road, where milk and cakes will probably be found. Behind it the dip between *Coulbeg* and *Stack Polly* is hardly more than 500 feet above sea-level.

Loch Lurgan is connected with **Loch Baddagyle** by a small loch with a narrow opening at each end. The road is carried well up on the side of the hill and, dropping to Loch Baddagyle, skirts the northern shore of that loch to its western extremity. The

wires, however—for this is the telegraph-route to Lochinver—take a short cut up the moor, and the pedestrian may guide himself by them, but he misses the gradual dramatic opening up of the view which the road affords. Loch Baddagyle has the loneliness but not the grandeur of Loch Lurgan. Its hill-cincture is tame.

Rejoining the road on the top of the low neck between Loch Baddagyle and **Strath Polly**, we descend to and cross the latter, rising again beyond it through a little defile, near the top of which and about a mile beyond the strath, a little hill on the left, about 100 feet higher than the road, is worth climbing. It commands a wide view over the inland archipelago which is the chief feature of this region, and of the strange isolated heights rising beyond it. Suilven, Coulmore, and Stack Polly are the most prominent. The largest of the lochs is *Skinaskink*, the surface of which is diversified by prettily wooded islets. To the west of our view-point are *Inverpolly Lodge* and the sea.

Two miles further the road drops into *Glen Strathain*, a prettily wooded little valley opening on to the sea, on reaching which we have a wide view across *Loch Enard*. Then we rise again to fall almost at once to the *Kirkaig valley*. This valley and its fine waterfall are described on page 97. Beyond it our road winds about for a few miles, and then reaches Lochinver. Good hotel, *Culag*. The old Lochinver inn is now a shooting-lodge.

Steamer route from Ullapool to Lochinver, about 35 m. This communication is effected by the "Clansman" on Wednesdays. The course taken is usually between the long sea-side hamlet of *Achiltibuie*, where there is a small inn, and the island of **Tanera More**. The latter possesses an excellent harbour called the *Anchorage*. A pleasant sail of 12 to 14 miles takes us to it from Ullapool.

Occasionally Lochinver is called at before Ullapool.

LOCHINVER SECTION.

* * In this and the following sections we have generally preferred to retain the good old English title "Inn," because all the houses mentioned are for the accommodation of tourists and anglers.

Lairg to Lochinver. (*Inverness to Lairg*, 66½ m.)

Lairg Station to village, 1¾ m.; *Rosehall*, 11; *Oykel Bridge Inn*, 17; *Aulnagealgach Inn*, 27; *Inchnadamph Inn*, 35; *Lochinver*, 49.

Motor-car daily from Lairg village, abt. 9.55 a.m., reaching Lochinver 3.30 p.m., an improvement of 2½ hours on the old mail-cart. Fare, 10s. (*see Pink Inset*).

N.B.—These hours being subject to change, should be verified by the visitor.

A fair **cycling** road, hilly at first, rising from 270 feet to 600 between Lairg and Rosehall and 540 between Altnagealgach and Inchnadamph. The better route as far as Rosehall is up Strath Oykel from Invershin station and Inveran.

The distances on this route are rather difficult to estimate. Native information is not to be trusted. Pedestrians coming from the south are recommended to leave the train at **Invershin**, 5½ miles short of Lairg. There is a fair inn just below the station, and an anglers' hotel at *Inveran* (p. 120), 1½ miles on the way to Rosehall. The distance from Invershin to the bridge at Rosehall is 9 miles, and the road, after crossing the Shin at Inveran, follows the north side of the Oykel to within 2 miles of the bridge over the Cassley at Rosehall. Then it climbs a small brae and joins the Lairg route ¾ mile short of the bridge. The Shin makes a fine *Fall*, 1½ m. above Inveran, close to the Lairg road. *For the route from Inverness to Lairg*, see p. 118.

Route from Lairg. The village of **Lairg** (Hotel, the *Sutherland Arms*) owes its chief importance to its position as the starting-place for the mails to the north-west and north of Sutherland. It is 1¾ miles from the station, at the south-eastern extremity of Loch Shin—hereabouts rather a river with charmingly wooded banks than a lake. The conspicuous house rising among the woods beyond the village is Lairg Lodge. A considerable portion of the two hills which flank it has been reclaimed by the Duke of Sutherland.

The Lochinver road crosses the River Shin a little south of the hotel and skirts its western side for more than half a mile beyond. It then turns to the right and, after ascending about 300 feet and crossing a dull moorland, drops through prettily wooded scenery to *Rosehall* and the bridge over the Cassley.

Cassley Falls. From the near side of the bridge a footpath strikes to the right and, following the course of the river past a burial-ground, reaches in half a mile a point at which the stream, after pursuing a troubled course for several hundred yards, makes a final leap of no great height, but picturesque in its rocky surroundings. The leisurely tourist will be well repaid for turning aside to enjoy this scene.

There is no inn at Rosehall (*P.O. and Tel. Off.*), but just beyond the bridge a general merchant offers non-intoxicating refreshment. The road onwards follows the *Oykel valley*, on the opposite side of which is the shooting-lodge of *Inveroykel* and in $2\frac{1}{2}$ miles passes on the right the burial-ground of **Tutum Tarvach**, "the place of great slaughter," so named from a great clan conflict between the Macleods of Lewis and the men of Sutherland—five centuries ago. The little enclosure is on the hill-side, above the road.

Oykel Bridge and Inn, a sportsman's resort and a fair house-of-call for the tourist, are reached between 3 and 4 miles further. Hence a rough cart-track, becoming a good road at Rhidorroch Lodge (13 *m.*), strikes off to *Ullapool* (20 *m.*). See also p. 90. Our route onward passes through a rocky little valley to the shooting-lodge of *Lubcroy*, and then climbs gradually to the watershed of the country. During the ascent the rugged slopes of Ben More Assynt come into view on the right front, and as we approach the watershed (530 *ft. above sea-level*) a number of extraordinary isolated mountains break suddenly on the eye straight ahead. Chief of them is *Suilven*; to the right of it *Canisp*, and to the left *Coulmore* and *Coulbeg*, the "big and little back-lying ridges." On the left of the road is *Loch Craggie*. All the lochs about here are full of trout. Then a very gradual descent across a lonely country leads to *Loch Borrolan*, on which is the favourite fishing inn of **Aultnagealgach**. This name, which, by the way, has never yet been spelt alike by any two people, signifies the "cheat's burn." The story runs that the possession of the place was contested by the two counties of Ross and Inverness; and that the people of the former shire came to the meeting at which the dispute was to be settled with their boots full of its soil, and then swore they were standing on Ross-shire ground! During the season the inn is generally fully occupied by anglers, who take the neighbouring lochs in turn and slay their hundreds—more or less—every day.

Fishing. Visitors at the Inn have the following choice of lochs, always subject to change :—

Loch Borolan...	{ opp. door }	Brown trout	1 boat, 2s. a day.	} Carriage-road to all except Loch Urigall, which is reached by rowing across Loch Borolan. Camloch is 14 miles round. Loch Veyatie has fine scenery.
" Urigall ...	$1\frac{1}{4}$ m.	" "	1 " 2s. "	
Camloch	3 m.	" "	2 " 2s. "	
Loch Awe	4 m.	Salmo ferox and sea-trout	1 " 2s. "	
" Veyatie ...	$4\frac{1}{2}$ m.	Salmo ferox and brown trout	1 " 2s. "	

From **Ledmore**, $1\frac{1}{2}$ miles beyond Aultnagealgach, a road stretches away on the left to *Loch Broom* and *Ullapool* (18 *m.*, see p. 90).

The Lochinver road turns northwards and, passing **Loch Awe**, whose wooded islets form almost the first break to the monotony of the last dozen miles, gradually descends a deepening valley to the

very comfortable inn of **Inchnadamph**. On the left *Canisp* rises to a height of nearly 2,800 feet. It may easily be ascended from Inchnadamph, whence its scarped northern front may remind the Cumbrian tourist of Saddleback. Between Ledmore and Inchnadamph the rock is to a great extent white marble. Midges, the "curse of Scotland," abound.

Inchnadamph commands a view over Loch Assynt, and introduces us to the best scenery between Lairg and Lochinver. The prettiest walk from Inchnadamph is eastward up *Glen Dubh* to the foot of Ben More of Assynt, which may be ascended in from $2\frac{1}{2}$ to $3\frac{1}{2}$ hours. Down this glen flows the river *Traligill*, and we are reminded of the limestone character of the rock by the characteristic peculiarity of its disappearance underground for half a mile about 20 minutes' walk from the inn. The old channel of the stream is clearly marked for that distance, perfectly dry. The spot at which it commences its subterranean course is a very picturesque one. (By climbing to the right about $1\frac{1}{2}$ miles from this spot to *Loch Maol-a-choire* ("Loch Gillaroo"), which contains the "Gillaroo" trout, you will get a splendid view of Ben More.) Higher up the stream there is abundance of holly-fern and its usual little associate, green spleenwort.

Ascent of **Ben More Assynt** (3,273 ft.; 6 m. up). See *Mountaineering Section*, p. xxviii.

Loch Assynt is nearly 7 miles long and averages half a mile in breadth. It may be fished from the Inchnadamph and the Lochinver inns, and contains large trout and *Salmo ferox*. Its northern shore is dominated by the bare and rocky height of

Quinag (2,653 ft.). This mountain presents a long precipitous face westwards, but from the eastern side, though rough, it is not particularly steep. Its highest peak lies back from Inchnadamph, and is best reached by proceeding for six miles along the Scourie road to White Bridge, and then turning up a hollow to the left till a depression in the main ridge is gained, whence, turning almost back on your previous course, you scale the steeper part of it obliquely. The southern peak, *Spidean Coinich* (2,508 ft.), is more easily attained from Inchnadamph. The best way is to leave the Scourie road at its highest point, about four miles from the inn. Thence the ascent is rough but regular, involving no intermediate descent. A very steep but quite practicable descent may be made towards Lochinver from the depression in the main ridge before mentioned, between the main peak and *Spidean Coinich*. As you look down, the appearance is very formidable, but by choosing the easiest of two or three little gullies—one on the left hand—you will in a few yards reach a steep heather-slope, down which you may safely scramble. The view—sea and land—from the top is most extensive. Countless lochans are seen, and all the isolated summits which rise between Ben More Coigach and the mountains east of Loch Eriboll.

Route continued. Quitting Inchnadamph, the road skirts the northern shore of Loch Assynt from end to end, passing in $1\frac{1}{2}$ miles *Ardvreck Castle*—the residence in turn of the Macleods and the Mackenzies—and the old mansion of *Eddrachaldra*, both in

ruins. The latter, built by the Mackenzies, lairds of Assynt, two centuries ago, wears a most uncanny aspect. A little further the Scourie road (*p.* 100), goes off to the right at *Skaig Bridge*, and in another four miles we reach *Loch Assynt Lodge*, opposite which the lake narrows and turns abruptly to the left, between shores beautifully wooded with birch. The long western cliffs of *Quinag* are now seen to full advantage, and, after we leave the loch-side, *Suilven* ever and anon pops up above the intervening hills on the left hand. There is nothing else calling for special notice until we suddenly descend upon **Lochinver**, though there is a very pretty river-bit or two during the last mile, especially from the bridge which spans the stream at its outlet. The *Culag Hotel* is a good half-mile beyond the village, round the bay.

Lochinver.

(*Map opp. p.* 104.)

Postal Address :—"Lochinver, *via* Lairg."

Hotel : -*Culag* (first-class), built as the west-coast residence of the Duke of Sutherland, $\frac{1}{2}$ m. from village, close to pier. Bed and Att. from 4s. 6d.; Board, 84s. July-Sept. 15; rest of year, 70s.

P.O. in village. Del. abt. 4 p.m. Box closes abt. 9 a.m.

Tel. Off. open, 8-8; *Sun.*, 9-10.

Motor Car daily to Lairg (49 m., 10s.) abt 9.30 a.m. from P.O.; 9 from hotel.

Steamer "Clansman" from Glasgow arrives on Wednesday aft. or evening. During July and August the mail-boat from Kyle of Lochalsh, connecting with the "Gael" from Oban (*Yellow Inset*), proceeds from Portree to Lochinver, returning in time to leave Portree at the usual hour (7) on Monday morning.

Fishing.—Visitors staying at the hotel have a wide range of fishing, the following being the most favourite lochs, etc. The charge for a boat is 2s. 6d. a day, for a gillie 3s. 6d. Otherwise, trout-fishing is free, and salmon-fishing 12s. 6d. a day.

Loch Culag.....	$\frac{1}{2}$ m.	Trout and salmon. When salmon have run, 5s.; boat, 2s. 6d.	1 boat	There are also numerous small lochs, easily fished from the sides, affording good sport, and within a range of 8 miles from the hotel.
(na Doire Darich)				
Manse Loch	2 $\frac{1}{2}$ m.	Yellow trout (small), sea-trout	1 "	
(an Aithe Mhoir),			None	
Loch Ardroe	3 m.	Yellow trout	1 boat	
" Roe.....	3 m.	Sea-trout	2 boats	
" Crogach ...	5 m.	Yellow trout	1 boat	
" Badinine ...	5 m.	Yellow trout, <i>Salmo ferox</i>	1 "	
Grilse Loch	5 m.	Yellow trout, grilse	2 boats	
Loch Beannoch...	6 m.	Yellow trout, <i>Salmo ferox</i>	2 "	
" Fewin	7 m.	Brown trout (large) <i>Salmo ferox</i>	2 "	
" Assynt	6 m.	Yellow trout, salmon, <i>Salmo ferox</i>	2 "	
Maiden Loch.....	6 m.	Yellow trout (good size)	1 boat	
Little Loch Beannoch.....	6 m.	Yellow trout	1 "	
Loch Turk	3 $\frac{1}{2}$ m.	Yellow trout	1 "	
(an Tuirc)				

Within the last sixty years Lochinver has risen from the condition of a remote village frequented by anglers and reading parties—"fancy free" wanderers beyond the beaten tracks—to that of a favourite resort of all classes of tourists, and there can be little doubt that it will continue to gain steadily in popular regard. Visitors will do well to telegraph for rooms at the hotel.

In itself, Lochinver is well worthy of its popularity. The immediate environs have none of that wild grandeur which marks several of the sea-lochs farther south. The hills are low and slope gently to the sea, and the comparatively low level of the surrounding country is only broken by that extraordinary group of isolated peaks which distinguish this part of Sutherlandshire from all other mountain-districts in our islands. There is, however, a quiet beauty about the whole scene, as viewed from any point in the village, which is peculiarly grateful to those who understand and appreciate Nature sufficiently to enjoy a temporary respite from the overpowering effect of constant association with her sterner features. The scenery is there—to be found in half an hour's walk in any direction—but it does not thrust itself upon you. All you are bound to look upon is a beautiful little arm of the sea faithfully reflecting every phase of the sky above—so deep that heavily freighted steamers can come within a few yards of the shore at all states of the tide, and embraced by a little cincture of hills on whose sides cottage, meadow, and cornfield alternate with wood and heather.

Fishing is still one of the great attractions of Lochinver. The river Kirkaig is leased by the proprietor of the hotels and let to residents in the hotel at 12s. 6d. a day. The countless lochs in the neighbourhood are mostly free and afford excellent trout-fishing. For those on which there are boats, visitors obtain priority by putting their names down in a book kept for the purpose. *For a list see p. 95.*

Excursions from Lochinver.

Ascent of Sullven, see Mountaineering Section, p. xxvii.

Cnoc Poll, $7\frac{1}{2}$ m. from Lochinver, 8 from Culag (Hotel). Single-horse carriage there and back abt. 12s. 6d. No inn. This is, for reasons given in the course of our description, a charming excursion either for the general lover of Nature or the specialist.

Passing through the village, the road crosses the Inver close to its outlet. The view of the rapid river from the bridge is delightful. Then, after climbing above it for $\frac{1}{2}$ mile, we turn sharp to the left and commence a winding up-and-down course through the low loch-begemmed hills which fringe all this part of the coast. From every vantage-point, and especially from one about four miles on the way—a little short of which a turn to the left must be avoided—there is a very fine retrospect of the isolated peaks we have already spoken of. The centre-piece is *Sullven*, its two peaks having from this side the appearance of a

camel's back. To the left of it rises the graceful cone of Canisp, and to the right of it are Coulmore and Coulbeg.

Beyond this the road zig-zags down to a chain of little lochs—an obvious path cuts off the angle—one of which, *Loch-an-Ordain* or the "Hammer" Loch, is so called from an echo which gives rise to the quaint fancy that it is in charge of a man who sits and knocks for the amusement of passers-by. A little further we cross a narrow little opening in the hills seaward, down which trickles a small burn. Take the path down this for a few hundred yards and you will come to the most primitive of corn-mills, a tiny tenement into which you can just creep and see how your Celtic cousin hereabouts provides himself with the staff of life—which hereabouts, we need hardly say, is "cakes." There is a similar mill close by. They are still used.

A mile further, the character of the country at once entirely changes. We come in sight of the sea, and the cold, grey gneiss rock which we have hitherto travelled over gives place to new red-sandstone. The road crosses a sandy level, and benty hillocks dotted with Pictish tumuli supersede adamantine rock. Here (6½ m.) is the village of **Stoer**—a scattered group of cottages and a parish church. The grassy hill to the left is **Cnoc Poll**, 352 feet high, and reached by a walk of a mile, first along the shore and then up the grassy slope. Standing out to sea and removed from any other height, this hill commands a panoramic view of the west-coast mountains from Foinaven, near Durness, to Slioch (S.) and the Gairloch mountains. The group containing Canisp, Suilven, Coulmore, and Coulbeg we shall easily identify. To the right of it are Stack Polly, recognizable by its rocky cap, and Ben More Coigach, and to the left of it the most prominent mountain is the long-topped precipice-fronted Quinag, which rises from the north of Loch Assynt. Farther north is the cone of Ben Stack, on the road from Loch Shin to Scourie, and still farther in the same direction, Arkle, Foinaven, and the other naked heights which rise from the west side of Loch Eriboll. Far in the south the northern extremity of Skye is seen, and to the right of it, across the sea, the sharp peaks of Harris; but it is impossible to name a tithe of the long serried rank of hills which is visible from this point.

The Falls of Kirkaig. To Inverkirkaig (carriage-road), 3½ m.; Falls of Kirkaig (bridle-path), 6 m.

Pedestrians may save about two miles in distance by striking out of the road across the hills in about a mile, after passing *Loch-na-doire-Daraich* ("Culag") but there is little saving in time, the low, broken hill-country about Lochinver being very difficult to travel in.

The road to Inverkirkaig crosses the bridge on the way to the pier. Then turning left, it winds about among the hills past the hamlet of *Strathan*, and again approaches the south shore of Lochinver. Thence it crosses the low promontory separating that

loch from the Kirkaig valley. The Kirkaig is a fine salmon-river. A delightful bridle-path ascends above its north side all the way to Loch Fewn ($2\frac{1}{2}$ m.). About two miles along it a steep path drops suddenly to the **Falls**, affording a capital view of them. The water makes a broken bound into a deep black abyss, flanked by sheer rocks. Salmon cannot scale them.

From a little knoll just above the divergence of the path to the fall there is a fine view of Suilven, Loch Fewn, Coulmore, Coulbeg, and Stack Polly. In the north-east the peaks of Quinag just rise over the moor, and southward there is a glimpse of Loch Skenaskink.

Lochinver to Ullapool, 32 m. *No inn on the way.*

Route fully described the reverse way on page 90.

The road is the same as the one described on page 91 as far as the bridge over the Kirkaig at Inverkirkaig. Approaching the sea again at *Loch Enard*, it turns up a narrow and pleasantly wooded little valley, called *Glen Strathan*, from which it again turns south and crosses a slight elevation to *Strath Polly*. At the top of this, and about 9 miles from Lochinver, it is worth while to climb a little hillock about 100 feet above the road, on the right, for the sake of the view (*see p. 91*).

Between Strath Polly and *Loch Baddagyle* there is another hill, in descending which to the latter place the road goes considerably out of the direct route. Pedestrians should observe the line followed by the telegraph-wire, which, by the bye, is continued all the way to Ullapool. On *Loch Lurgan* (*p. 90*) there is a shepherd's shanty, which may be called the half-way house, being 17 miles from Lochinver and 15 from Ullapool. Four miles beyond it the old route from Lochinver to Ullapool, which goes by Loch Assynt and Inchnadamph, is joined a little south of *Drumrunie Lodge*. Thence the road, leaving Ben More Coigach on the right-front, drops to *Strath Kanaird*, and after another slight rise reaches the sea opposite *Isle Martin*. A zig-zaggy ascent follows, and then we sight **Ullapool**, which is reached in less than 3 miles further (*p. 88*).

Lochinver to Lairg and Invershin. (*Maps opp. pp. 104 & 138.*)

Distances. Lochinver to Inchnadamph Inn, 14 m.; Aultnagealgach Inn, 22; Oykel Bridge Inn, 32; Invercassley, 38 (—Inveran Hotel, 45); Invershin Station (*inn*), 47; Lairg (village), 47, (station), 49 ($\frac{1}{2}$ m. saved by suspension foot-bridge). Book seats beforehand.

Motor-car daily about 9.30. Cycling, *see Pink Inset*.

Route also described the reverse way on p. 92.

Pedestrians and travellers by private carriage going south by the Highland Railway, may with advantage substitute the 9 miles between Invercassley and Invershin for the mail-route between Invercassley and Lairg. By so doing they save 2 miles of road and 6 of railway, the only loss being the charming bit of valley between Inveran and Lairg.

The best scenery on this route is along the shore of Loch Assynt.

Pedestrian Route to Aultnagealgach, *abt.* 16 *m.* Those who have already seen Loch Assynt may adopt an alternative route by a rough foot-path, the "Elphin path," going in almost a direct line from Lochinver to Ledmore, 1½ miles short of Aultnagealgach. This path passes through some of the finest scenery in the neighbourhood. It saves, perhaps, 6 miles in distance, but very little if anything in time, being of a very rough and up-and-down character nearly the whole of the way. The path is very indistinct in places during the latter half of the way, but it is so closely hemmed in by Suilven and Canisp, and afterwards defined by a chain of lochs, that there is not much fear of going far wrong.

Follow the Suilven track as far as the wooden bridge 5 miles from Lochinver. There, instead of crossing the stream, continue along the track on its north side. There is a well-made track* as far as Loch-na-Gainimh (2 *m.* further), an oblong sheet of water a mile in length. Beyond this and connecting it with *Lochan Fada* (the "long loch," so called in respect rather of its comparative narrowness than its actual length), is *Glen Dorcha*, at the end of which the path crosses to the south side, and keeps *Lochan Fada* on the left. From about here Canisp rises boldly 2,000 feet above the valley on the same side. Half a mile beyond the loch the track, such as it is, turns to the right, and in another mile reaches *Camloch* about its centre. **Camloch** is large and irregularly shaped. It is connected with Loch **Veyatie** by a fine stream, half a mile long, in which are the *Black Falls*, nearly 20 feet high. Both are excellent trouting lochs, fished from Aultnagealgach. The path follows the shore-line of Camloch to its southern extremity, and in another half-mile joins the Ullapool and Aultnagealgach road, ¾ miles short of the latter place. The last part of this road—1½ miles—is the same as the main route from Lochinver.

By the main road **Loch Assynt** is reached between 5 and 6 miles from Lochinver. The long perpendicular cliffs of *Quinag* rise in front like the ramparts of a giant mediæval castle, and occasional peeps of Suilven are obtained on the right. The lowest and narrowest reach of Loch Assynt is beautifully wooded. Where the loch bends and becomes wider and more open, the road passes *Loch Assynt Lodge* on the left. The view up the loch from about here is very fine. Beyond *Skaig Bridge*, 2 miles short of Inchnadamph, the Scourie road strikes away on the left, and then, passing *Ardvreck Castle* and *Eddrachalda House*, both in ruins, we pull up at **Inchnadamph** (*inn*, *p.* 93). The rest of the route calls for little description beyond that given the reverse way. Canisp and Loch Awe, with its wooded islets, are passed on the right. Beyond them the road attains an elevated level of bleak moorland broken by lochs, the highest point (500 *ft.*) being about half-way between *Aultnagealgach* and *Oykel Bridge* inns (*p.* 93).

From the latter the route passes down *Strath Oykel* through a more cultivated country. At *Invercassley Bridge*—Rosehall—it bends to the right, and ¾ mile further forks (a mile or so beyond the fork a turn to the right just across a bridge should be avoided), the left-hand branch leading over a bleak upland (600 *ft.*) to **Lairg**, and the right-hand continuing down *Strath Oykel* to *Inveran Hotel*, close to which the Shin joins the Oykel, and *Invershin Station*, whereat also there is a fair inn.

For station direct take Inveran road, 1 *m.* short of village, and in ½ *m.* cross Suspension foot-bridge.

* This path is continued to 1,500 feet up Canisp and no further.
Scotland II.

Lochinver to Scourie. (*Maps opp. pp. 104 & 138.*)

Route (a): *Road all the way. Lochinver to Skaig Bridge, 11 m.; Kylesku Inn, 18; Scourie, 30 m.*

Route (b): *Lochinver to Drumbeg (Temp. Inn; carriage-road, 15 m.; Badcall (boat), 21; (carriage road), 24.*

Route (c): *Road all the way. Lochinver to Drumbeg, and onwards by the coast—very rough road—to Kylesku, 25 m.*

These routes pass through a succession of very interesting scenes of hill and rock, though the actual mountains along this coast of Sutherland lie back several miles from the shore. The choice between them will probably depend a good deal on the route previously taken by the tourist in approaching Lochinver. If he has come by the Glasgow steamer, or by the road from Ullapool, he will probably take the longer and more inland route for the sake of the Loch Assynt scenery, which is seen from this road to full advantage, but entirely missed from the other. Supposing, however, Loch Assynt to have been already seen, as it is on the mail-route from Lairg, the shorter route by Drumbeg may be recommended, not only for the splendid prospects which it commands from several points upon it, but also as being almost entirely over new ground instead of, as in the case of the longer route, a retracing of steps for nearly 12 miles. It must be borne in mind, however, that there is no hiring at Badcall; also that the row from Drumbeg to Badcall is uncomfortable in anything but really good weather. The charge for a boat is 10s.

From Inchnadlamb to Scourie is, perhaps, the most beautiful road in Sutherland. For **cyclists** it is a trying one—a rise of 600 feet in 2 miles.

Sound-winded pedestrians may easily take Quinag on the longer route, cutting off a considerable corner by so doing, but, we need hardly add, saving no time. The first part of the ascent is very steep.

(a) **By Skaig Bridge and Kylesku.** The first 11 miles of this route are described on p. 99. At *Skaig Bridge* the Scourie road turns sharp to the left, and ascends for 2 miles between Quinag on the left and Glasven on the right.

Route over Quinag. Turn out of the road as soon as you are clear of the wood about $\frac{3}{4}$ mile beyond Loch Assynt Lodge, and 8 from Lochinver, and strike up the hill for the green gully, or rather break in the rocks, which has been noticeable from various parts of the road from Lochinver, as dividing the long line of cliff stretching northwards, from the southern peak of the mountain. The actual summit, which is lost sight of when you get near, lies back on the left-hand side of the top of this gully, to the foot of which there is about $1\frac{1}{2}$ miles of rough walking from the road. The slope thence is a very steep heather one, ending in a few yards of bare scree, up which it is perhaps best to keep a little to the right rather than the left. Once on the *col*, you have only to continue up along the side of the left-hand slope, and you will reach the top in about 20 minutes. The view is in character a repetition of the one from Suilven (*p. xxvii.*)—equally extensive and marked by an incredible number of lochs of all shapes and sizes. To the west and north-west there is nothing to prevent the eye wandering as far as the atmosphere and the curvature of the earth will permit. In other directions the only higher mountains near at hand are Canisp due south, and Ben More Assynt, south-east. To the left of the latter is the upper

end of Loch Shin. Right of Canisp is Suilven, and farther away, Coulmore, Coulbeg, and Stack Polly. Northwards the sharp peak of Ben Stack is a prominent feature, and beyond it is the line of more level heights which culminates in Foinaven, near the south end of Loch Eriboll. By walking a little further along the ridge, we shall get a fine look down into the recesses of Kylesku, as picturesque a grouping of land and water as is to be met with in all the country round.

In descending, it is best to return in the direction of the *col* till you can comfortably turn round into the hollow which drops in a north-easterly direction all the way to the carriage-road. This is reached at *White Bridge*, about 3 miles short of *Kylesku Inn*. The mountain part of the walk is very rough, but the descent is comparatively gradual. The formation is chiefly of Torridon conglomerate, similar to that of Suilven and Canisp.

The highest point between Loch Assynt and Kylesku is 800 feet above the sea, and commands a fine view. From it we descend, with the precipitous shoulders of Quinag on the left, to the shore of *Loch Glencoul*, beyond which another slight rise and fall introduces us to **Kylesku Inn** (small but comfortable) and **Ferry**.

At the head of Loch Glencoul, 3 to 4 miles from Kylesku, by boat, is a waterfall, called **Es-cuallin**, one of the finest in Britain and accounted about 500 feet high. The whole burn goes headlong over the cliff.

Kylesku is a narrow strait, through which the twin lochs **Glendhu** and **Glencoul**—the “black” and the “back” lake, as they are fitly called—are connected with the more open Loch **Cairnbawn**. The smaller lochs are closely hemmed in by frowning precipices of rock, and under certain atmospheric influences wear an aspect of considerable severity. The larger one was in 1881 the scene of the wreck—happily without loss of life—of a pleasure steamer, which ran on to a reef off the small island of Ghamhna, visible as we ascend the hill on the north side of the ferry. The mountain-feature in the scene is still Quinag, which thrusts out two massive shoulders northwards.

Mounting the hill on the north of the ferry, we have a fine view of the three lochs which branch out from Kylesku like the well-known symbol of the Isle of Man. On the left we pass the house of *Kyle Strome*. Hence all the way to Scourie the road winds about between low hills and lochs innumerable, presenting ever and anon beautiful little pictures—one in particular over three small lochs, a little way beyond Kylesku. The sea is approached at *Edrachillis Bay*, a broad and short inlet studded with islets. A few miles short of Scourie a fine mountain panorama, mostly retrospective, is presented, Ben Stack, Quinag, and Canisp being the most prominent objects in it. *For Scourie see p. 103.*

Route (b) by Drumbeg and Badcall. This route as far as Cnoc Poll is fully described on page 96. Hence it crosses the wide neck of the *Stoer* promontory, and reaches the shore again at the hamlet of *Clacknessie*, only to skirt the bay of that name and then turn inland again. Three miles further *Loch Poll*, the largest of the countless lake-sisterhood in the neighbourhood, is seen on the right. The *Oldany* river, which connects it with the sea, is

crossed soon after, and then our road, passing more lochs and woods, reaches **Drumbeg** (*temp. inn*).

The row across from Drumbeg is very pleasant in good weather. *Loch Badcall*, on the shore of which we land, contains more than 20 islets. On landing we join the previously described route, and reach Scourie in 3 miles.

Route (c) by the new road from Drumbeg to Kylesku.

The road has been recently continued onwards by the shore. It is very hilly and still very rough, but affords grand views of Quinag on the right and the sea on the left—a new and most interesting “through route” from Lochinver to Kylesku.

SCOURIE AND DURNESS SECTION.

(Map opp. p. 138.)

Scourie.

Postal Address :—"Scourie, *via* Lairg."

Inn :—*Scourie Hotel*, good and comfortable. Distances to nearest Inns—
(a) Southwards : *Kylesku* (small), 12 m.; *Inchnadamph*, 22; *Lochinver* (by road all the way), 30; (by road and sea), 24.

(b) Eastwards : *Overscaig* (Loch Shin), 28 m.; Lairg, 44.

(c) Northwards : *Rhiconich*, 12 m.; *Durness*, 26.

Public Conveyances :—Motor-car from Lairg abt. 10 a.m., arriving at Scourie 3.15. Fare 10s.

Fishing : Visitors at the hotel have the following choice of lochs, etc. :—

Loch Badmamult	4 m. away	Salmon, grilse and sea-trout	1 boat free 4 days a week
Clarloch	4 m. "	Black or brown trout	1 " " " "
Gorm Loch	5 m. "	" "	1 " " " "
Duartmore Loch and River	9 m. "	Salmon, grilse, and sea-trout	1 " " 2 days a week
Loch Clashfern	4 m. "	Sea or brown trout	1 " " " "

And numerous other lochs within easy distance, for brown trout only.

Scourie is the pleasantest place between Lochinver and Tongue. It consists of a straggling village, of which a great part is built on the side of a hill overlooking Scourie Bay. The hotel, however, is lower down, at the head of the bay. Opposite to it, on the far side of the water, is *Scourie House*, the residence of the Duke of Sutherland's factor. The bay is connected by a stream of about half a mile in length with the fresh-water *Loch Baddidarock*, above which, 7 or 8 miles inland, rises Ben Stack, nearly 2,400 feet high, and presenting from this side the appearance of an almost perfect cone. The country immediately surrounding Scourie is of the same rugged type which characterizes the whole seaboard from a few miles south of Loch Inver to Loch Inchar, about 10 miles north of Scourie,—low rocky hills partially clothed with heather and grass, and mottled with lochs and streams innumerable.

Handa Island. The row to or round this island is the favourite excursion from Scourie. The distance is about 8 miles there and back, or 10 miles round the island, and the charge for a boat from 10s. to 20s. A day may well be devoted to the excursion, not only for the sake of examining the cliffs, but also to appreciate the splendid panorama obtainable from the highest point of the island—406 feet above the sea. This is of the same character as the one we have already described from Cnoc Poll (*p.* 97), but here the sea makes a bolder and more impressive foreground.

The island is a mass of conglomerate—1½ miles E. to W.,

1 mile N. to S. It slopes from the east and south-east to the west and north-west, on which sides the cliffs rise sheer from the sea to a height of more than 300 feet. One part of the western cliff has a sheer descent of 300 feet. The base has in many parts been worn into caverns. The ledges are the resort of countless sea-birds, especially in the breeding season, from May to July.

Mr. J. Lumsden, in his notes on Handa and its bird-life, gives the following list of these birds:—White-tailed eagle, peregrine, wheatear tern, great black-backed gull, lesser black-backed gull, herring gull, kittiwake, razorbill, Richardson's skua, guillemot, puffin, cormorant, shag, oyster catcher, peterel, heron, and curlew.

After examining the cliffs from below and passing the *Stack*, as a detached column of rock rising from the sea near the entrance to the Sound is called, if the weather permits, the best plan is to land on the south side of the island and thence to walk up the grass-slope to the highest point (called *Sithean*—pronounced "She-an," 406 feet), and look down into the sea from the edge of the cliffs. The view landwards extends from the hills between Loch Inchar and Cape Wrath to those overhanging Loch Broom, and includes Foinaven, with its broad massive front; Arkle, Ben Stack, an almost perfect cone from this point; Ben More of Assynt, a long way back in the south-east; Quinag, Canisp, and Suilven, which from this point shows its two peaks, the right-hand one smooth and round, the left-hand rough and rocky; Coulmore, Stack Polly, distinguishable by its rocky headpiece, and Ben More Coigach. Skye, Lewis, and Harris are also visible.

Handa is now uninhabited, except by sheep and rabbits, but at one time it maintained several crofter families.

Scourie to Lochinver. *By road, 30 m. viâ Skaig Bridge; 37 m. viâ Kylesku and Drumbeg, new (rough) road. By road and sea, 24 m. Nice little inn at Kylesku, 12 m.; also one (temp.) at Drumbeg.* Tourists may hire to Badcall (3 m.), and there engage a boat (10s.) to Drumbeg (9 m.), whence there is a carriage-road for the remaining 15 miles to Lochinver. Cycling, p. 100, etc.

These routes have been described the reverse way on pp. 100–102. We shall only, therefore, draw passing attention to the salient points which strike the eye of the tourist travelling in this direction.

By road all the way. The road drops to the sea-side at *Badcall Bay*, and affords a view of the numerous islets which dot the surface of the larger *Edrachillis Bay*. In a few miles it turns inland again, and winds about amidst rugged hills and peaceful lochs all the way to *Kylesku*, the descent to which is very striking, the deep-set waters of *Glendhu* and *Glencoul* appearing in front, and the massive shoulders of *Quinag* on the right. **Kylesku Inn** (p. 101) is on the south side of the ferry. Beyond it the road rises a little and then drops to the side of *Loch Glencoul*, whence it rises for several miles to a height of 800 feet. From the col

thus gained the upper half of Loch Assynt comes into view, backed by Canisp and Suilven. The Lairg and Lochinver road, which follows the north shore of the loch for its whole length, is entered 2 miles west of *Inchnadamph Inn*. For the road hence to *Lochinver*, see p. 95.

The new bit of road may now be taken from Kylesku to Drumbeg.

By road and sea. Between Badcall and Drumbeg the boat's course is through the islets of *Edrachillis Bay*. There is a good mountain-view eastwards. From *Drumbeg* the road goes a little inland, skirting the shore again for a short distance at *Clashnessie Bay*, beyond which it crosses the base of the promontory of *Stoer*, to the village of the same name. The green summit of *Cnoc Poll*, west of the road at this point, commands the magnificent panorama described on page 97. In this part of the route the red sandstone appears for a while, but a mile south of *Stoer* it changes again most abruptly to the gneiss, and continues through the characteristic scenery of that formation all the way to *Lochinver*. From the brow of one of the hills crossed on the way, 4 miles short of *Lochinver*, there is a wonderfully effective view of the isolated peaks of *Canisp*, *Suilven*, *Coulmore*, and *Coulbeg*.

Scourie to Lairg.

Scourie to Laxford Bridge, 7 m.; Achfarrrie, 14; Overscaig Inn, 28; Lairg Village, 44; Station, 46. Cycling note, p. 128.

Motor-car about 10 a.m., arriving 3.15. Fare, 10s.

The first part of this route is very pleasant; the last monotonous. From *Scourie* the road gets amongst the hills at once, skirting the south shore of *Loch Buddidarroch*, and then climbing from a barren hollow to a higher level, which it maintains for some distance, only descending slightly, till, at a sharp turn to the right, it commences a steeper fall to *Laxford Bridge*. "*Loch-na-Claise-Fearna*," containing a wooded islet or two, is a pretty feature just before reaching the turn. At **Laxford Bridge** the *Durness* road strikes away to the left. Our route does not cross the bridge, but keeps straight on along the south side of the river *Laxford*. **Loch Laxford** is a fine arm of the sea, with many islets and a deeply indented coast-line, but without any approach to grandeur in its surroundings. The finest object in view from about here is *Ben Stack*, which rises abruptly on the south of our route a few miles further. At its base, abundantly wooded and skirted by the road throughout, is **Loch Stack**, an irregularly-shaped sheet of water almost cut in two by promontories projecting from the north-west and south-east. From its north-east side *Arkle* rises. The loch contains *Salmo ferax*, and is famous for its sea-trout. The lode is at the north-west end of it. The immense *Deer Forest of Reay* (Duke of Westminster) covers the wild hill-country on the left of our route for many miles, and is noted for the size and number of its deer. The Scandinavian origin of the

names about here, as exemplified in Laxford, Stack, and Merkland, is worthy of note.

Loch Stack is connected with *Loch More*, whose south side our road skirts, by a stream about a mile long. At its eastern end is **Achfarrie**. *Loch More* is 4 miles long and $\frac{1}{2}$ mile wide throughout. The fishing is preserved. Between it and Loch Merkland, a distance of $2\frac{1}{2}$ miles, the road crosses the watershed, 420 feet above sea-level. *Loch Merkland* is 3 miles long, and narrow. The road skirts its north-eastern side. It may be fished by residents at the Overscaig Inn, 5 miles beyond its eastern extremity. Half-way between it and **Overscaig** the upper end of Loch Shin is reached, the road keeping the higher ground some way to the left of it. The inn affords comfortable accommodation. Loch Shin and the rest of the way to **Lairg** are more fully described in the reverse route (*p.* 128).

Scourie to Durness, Cape Wrath, and Tongue.

Scourie to Laxford Bridge, 7 m.; *Rhiconich Inn*, 12; *Durness Inn*, 26; *Heilim Ferry* (east side, by road round Loch Eriboll), 45; *Hope Ferry*, 47; *Tongue Ferry* (west side), 54; (east side), 55; *Tongue Hotel*, 57.

Durness Inn to Durness Ferry (east side), $2\frac{3}{4}$ m.; (west side), $3\frac{1}{2}$; *Cape Wrath Lighthouse*, $14\frac{1}{2}$.

Pedestrians may save 10 miles between Durness and Tongue by crossing Heilim Ferry on Loch Eriboll, $1\frac{1}{2}$ miles wide. The passage is fully exposed northwards, and there are no appliances for carriages crossing it.

Pedestrians and carriages proceeding to Cape Wrath are taken across Durness Ferry at any time except during 2 or 3 hours at ebb tide. The horses have to be taken 4 miles round, and can only cross at low tide.

Before commencing the journey northwards from Scourie, we would call the attention of tourists to the remarks contained in our Introduction respecting the character of the country traversed. There are no roads except those we describe, and travellers have no temptation to wander from them unless it be for a few miles north of Durness. A great part of the country consists of deer forest. Also there are no inns except those we have mentioned. The one which used to exist at Heilim Ferry has lost its licence.

Seven miles beyond Rhiconich, $2\frac{3}{4}$ beyond Gualinn, there is a shepherd's cottage at which milk, etc., can be obtained.

The Route. As far as Laxford Bridge this is the same as the one last described (*p.* 105). There, quitting the Lairg route, it crosses the bridge and follows the course of the river almost as far as the head of the loch, passing along the side of a cliff called *Lawson's Rock* from the engineer who constructed the road in this part. Thence, as we wind about amid scenery of the same uneven character—half rock, half pass—as we have already travelled over for so many miles, we obtain views of the huge bare mountains on the right,—the broad bluff of *Foinaven*, which may remind a Cumbrian tourist of Grasmoor; the flat-topped, steep-sided *Arkle*,

with rock and scree all round it; and the pyramid of Ben Stack. The view is especially good as seen across a small loch about 3 miles past Laxford Bridge, after which we descend to the **Rhiconich Inn**, pleasantly placed at the head of Loch Inchard. Here is comfortable accommodation for a small party.

About a mile east of the road at Rhiconich very fine mountain scenery may be obtained in the neighbourhood of an old quarry, Foinaven and Ben Arkle being amongst the most striking objects.

For ascent of Foinne Bheinn, see Mountaineering Section, p. xxviii.

Loch Inchard is a deep fiord-like arm of the sea of the same type as Loch Laxford, but without that special beauty which the islands on the latter impart to it. A road about 9 miles in length is carried along its northern shore to several little hamlets. The sea-coast from the mouth of the loch as far as Cape Wrath, a distance of from 12 to 15 miles, is trackless and uninhabited.

From Rhiconich the Durness road winds uphill again under rocks in whose crevices the beech-fern grows luxuriantly, and then continues almost straight for a considerable distance, passing a small loch on the right and attaining its greatest height (596 ft.) at *Gualinn House*—once an inn, now a shooting-box, with an inscription recording the purpose for which it was originally built. The aspect of the country has a good deal changed in the last few miles. The rugged broken-up hillocks have given place to wide stretches of heathery waste and moorland, extending to the foot of the barren mountains, which are pierced on the right hand by *Strath Dionard*—narrow, rocky, and desolate as any valley in the north of Scotland. Down it comes the stream which falls into the Kyle of Durness. Its flanking hills are Foinaven on the south, Grann Stacach and Beinn Spionnaidh on the north.

Four miles beyond Gualinn we reach the level of the **Kyle of Durness**, a long inlet consisting at low tide almost entirely of sand. The road to the ferry for Cape Wrath branches off 2 miles short of Durness, which is reached after another rise of about 150 feet.

Route to Tongue continued on p. 110.

Durness.

(*Map opp. p. 138.*)

Postal Address:—"Durness, *via* Lairg."

Mail-cart to Lairg village, Laxford Bridge, thence Motor-car, 56 m. Daily, about 7 a.m. Fare, 15s.

Inn:—*Cape Wrath Hotel*, with good accommodation; very well spoken of.

Distances:—*Cape Wrath Lighthouse*, 14½ m.; *Rhiconich Inn*, 14; *Scourie*, 26; *Lochinver*, 56; *Tongue* (by carriage-road), 31; (by Heilim and Hope Ferries), 20; *Thurso*, 77; *Altaharra Inn*, 35; *Lairg*, 56.

The village of **Durness** spreads itself over an undulating and fairly cultivated tract of country averaging 150 feet above sea-level.

In itself it contains little to detain the tourist. The sea, however, breaking vigorously on to a shore whose storm-beaten cliff-line has crumbled in its many little nooks and recesses into smooth and hard sand, gives the charm of beauty and variety to a scene which, speaking generally, if it depended on landscape alone, would soon make us realize the truth of Scott's well-worn description,—

“the loneliness
Loaded thy heart, the desert tired thine eye.”

The water-side may be reached, and a delightful bathe enjoyed by turning into the fields at the farm-buildings a few hundred yards east of the inn and, after crossing a field or two, descending a steep path to the sands of *Sango Bay*.

Smoo Cave. This celebrated cave is one mile east of the inn, on the Tongue road. It consists of a large ante-chamber which goes under the road, whence it is easily entered, and an inner chamber, which is cut off by a deep pool and can only be reached by using a boat. Those who have threaded the vast limestone caverns of Derbyshire, or examined that paragon of subterranean beauty, Cox's Cave, in the Cheddar Cliffs of Somersetshire, may be excused if they experience a feeling of disappointment on visiting this one. The ante-chamber is free, and a boat may be had for the inner cave at a small charge. The floor of the latter is under water flowing from a high cascade, the top of which may be seen from the road above through an opening in the ground. A third cavern may be reached through a low passage from the second one. At high tide the sea rushes up to the first cavity through a long, narrow chasm walled in by rocks, mostly perpendicular. Limestone scenery of a high order is rare in Scotland, and Scott has visited this particular specimen of it—two facts which may partly account for its fame.

A pleasant walk of six miles, there and back, may be taken from Durness to **Farout Head**, which, as the name implies, stretches far out to sea. It forms the end of a narrow promontory at the south-west corner of which, half a mile from Durness and almost on the sea-level, is *Balnakiel*, an old residence of the Bishops of Sutherland—now a farm-stead.

Close to Balnakiel is the ruin of a very old church, probably earlier than the 11th century. In the churchyard are some interesting tombs—amongst them one of Rob Donn (“auburn hair”), the great Gaelic poet, called the Sutherlandshire “Burns,” though his style was more epic than lyric.

Inside the church are a very old font and a carefully preserved monument to an old cateran (“robber”). The inscription on the slab is somewhat thus :—

Bas-relief
of man
shooting
stag with
bow.

DONALD . MACKMURCHOV			
HIER . LYIS . LO . VAS . IL . TO . HIS			
Memento mori and skull and bones.		Ring. O	FREIND VAR . TO HIS . FO
TRUE . TO . HIS . MAIS			
TER . IN . VEIRD . AND . VO . 1623.			

Which is, being interpreted—

"Donald Mackmurchon here lies low, was ill to his friend, worse to his foe, true to his master in weird and woe. 1623."

A photograph of this tomb is published by Wilson & Co. (of Aberdeen) The coat-of-arms above is quartered with a hand, a boat, a stag's head, and a salmon.

Beyond Balnakiel the ground rises again to a height of 300 feet at the Head itself. Hence, from the summit of the cliffs, the view extends eastward to Strathy Point and the hills of Hoy in Orkney; westward Cape Wrath is just hidden by the intervening promontory of Cleit Dhubh. From Farout Head (Gaelic *Fair-aird*) watch used to be kept for pirate-ships entering Loch Eriboll.

Durness to Cape Wrath.

Durness to Keoldale Ferry (east side), 2½ m.; (west side), 3½; Cape Wrath Lighthouse, 14½. A hilly cycling route from the Ferry.

Hire from Ferry House, Cape Wrath side: one person, 10s.; two or three, 15s. Wire night before.

Carriages are taken across the ferry at any time except during two or three hours at low tide. Even the ferry-boat with passengers cannot cross for two or three hours at low tide; so to avoid a tedious wait, study the tide! Horses have to be taken about 4 miles round, and can only cross at low tide.

The hills on the west side of the Kyle of Durness are from 900 to 1,500 feet high, and are devoid of beauty either of outline or covering. The road is a good one throughout. Pedestrians may cut off a little by quitting it about 1½ miles from Durness and following a wall which encloses a cultivated piece of ground called *Park*. At the bottom of it are the farm and offices of *Keoldale*. Here the by-road to the ferry is joined.

From the other side of the ferry the road ascends and skirts the Kyle of Durness for 1½ miles. Then it turns to the left, dropping suddenly to a valley, whose stream it crosses. Another long climb commences at once, during which Beinn Spionnaidh is conspicuous in the retrospect, with the peak of Ben Hope farther away to the left of it. Four miles from the ferry, after another descent, a cottage is passed, where a glass of milk may be obtained. This is the last habitation on the road to the Cape. Opposite is a small lake—*Loch-na-Inse-Odhair* ("Inshore," good trout fishing). Then, climbing again, we obtain a view of the sea northward, the principal feature being the *Castle Rock*. A little further we cross the highest ground on our route—550 feet above the sea. A long descent follows, to a small burn called *Kearraig*. Then comes a steep winding ascent, beyond which, after one more drop, the western sea comes into view, and the road bends round the hill called *Dunan-mor* to the **Lighthouse on Cape Wrath**—a white block of buildings well kept and comfortable as it is remote. A green enclosure or two introduces us to the residential part, where light refreshments may be obtained. On both sides the

sea rolls in its waves 300 feet below. The Cape itself juts out a few hundred yards further, rocky and difficult of access. Most of the cliffs hereabouts are granite or red sandstone. The lighthouse was built in 1828 of the former material, obtained from Clashhearnoch, close at hand.

The view, which may be improved in extent by climbing the hill behind, *Dunan-mor* (523 ft.), comprises Strathy Point and the Hoy hills of Orkney eastwards; the intervening coast is hidden by the neighbouring promontory of Cleit Dhubh, still nearer than which may be seen *Stack Chlo*, a lofty sandstone pillar standing a little way out. South-westwards we see the hills of Lewis, Harris, and Skye. Northwards the islets of Rona and Bara rise like little pyramids out of the sea. They are tenanted by a few sheep, who, though always "at home," only receive visitors at long intervals. The posts running up Dunan-mor are in a line with the *Nun's Rock*, a dangerous reef 15 feet under high-water.

The light is visible 27 miles, giving one revolution every minute, and showing white and red alternately.

The sea itself round Cape Wrath is particularly grand.

We may add that the nearest dwellings to Cape Wrath along the coast are —eastwards, 5 miles; southwards, about 3 times that distance.

Main Route (*continued*), **Durness to Tongue.** Striking eastward from Durness, the road passes over the Smoo Cave, and to the right of the sheer-walled inlet which leads up to it—one mile on the way. Then it approaches the edge of the cliffs and overlooks a group of islets, of which the largest is *Eilean Hoan*. A succession of little hamlets lines the shore in this part, but when we turn to the right about $3\frac{1}{2}$ miles on our way and make for the western shore of Loch Eriboll, population ceases. From the turn, just short of which the sandy little cove on the left with its long green waves rolling in from a boundless sea is as pretty a sight as we could wish to look upon, a road leads straight on to the hamlet of **Rispond** ($\frac{1}{2}$ m. distant), which was once a busy herring-station, and still offers the safest, if not the only anchorage along this inhospitable coast. Opposite to it, on the east side of Loch Eriboll, are the "caverns hoar" of which Scott speaks in the "Lord of the Isles." They lie under *Whitten Head*.

Our road now follows the western side of **Loch Eriboll** for nearly 8 miles, keeping well up above the water. This loch is nearly 10 miles long, and from 1 to 2 miles wide. It is a fine sheet of water, whose effectiveness depends greatly on the point from which it is seen. The mountains at its upper end rise in bare rocky masses to a height of more than 2,500 feet, the chief of them being Foinaven, Cranstackie, and Ben Spionn, all of which have already presented their contrary slopes to us on our way from Rhiconich. One pointed rock, called *Craig-na-Faolinn* (934 ft.) and close to the head of the loch, by its shape and position relatively to the towering peaks above it, gives a character to the scene.

It gives a rolling echo. One island, nearly a mile long, diversifies the surface of the loch, about a third of the way down it. A mile short of this is the ferry, at which pedestrians may take boat and save 10 miles of walking. The distance across is $1\frac{1}{2}$ miles, but the road proceeds all round the loch and under the little rock referred to, making a circuit of 12 miles. Half-way between the head of the loch and Heilim—3 miles short of the latter—it passes *Eriboll village*, a small sprinkling of houses, $\frac{1}{4}$ mile short of which (15 miles from Durness) the road to Altnaharra and Lairg strikes up the hill to the right.

Eriboll to Altnaharra Inn, 20 m.; and **Lairg**, 41. The first half of this route is noticeable for the fine view obtained from the high ground between Loch Eriboll and Loch Hope, and the walk through Strathmore, as the green pastoral valley underlying the precipitous scarp of Ben Hope is called. The rest is monotonous to a degree, relieved only by the towering heights of Ben Loyal and Ben Clibrick. Light refreshment may be got at *Cashil Dhu*, a shepherd's cottage 5 miles on the way—at the foot of Ben Hope and a few yards short of the ferry across the river Hope. Altnaharra is an oasis in the desert of moorland and bare hill-side. A bad cycling route—350 feet in half a mile to begin with; highest point 614 feet in $1\frac{1}{2}$ miles; then almost to sea-level at Ferry (5 m.); up to 520 feet at Loch na Meide (13 m.). Altnaharra, 300 ft., surface loose.

From *Eriboll* the road rises, partly by a zigzag, for $1\frac{1}{2}$ miles to the ridge between Loch Eriboll and Loch Hope. From the summit the bold front of Ben Hope appears to great advantage, and there is a fine retrospect of the whole surface of Loch Eriboll—perhaps the best view of the loch. Thence the road descends to *Cashil Dhu*, where are the shepherd's cottage, above mentioned, and the ferry over the river at the head of Loch Hope. Carriages cross by a ford. **Loch Hope** is 6 miles long and from $\frac{1}{4}$ to $\frac{3}{4}$ mile wide. At its northern end, on high ground and commanding a beautiful view up the lake, stands *Hope Lodge*, whence a road, $7\frac{1}{2}$ miles in length, skirts its eastern shore and joins our present route a little beyond the ferry at *Cashil Dhu*. **Ben Hope** (3,040 ft.) is one of the finest of the Sutherland mountains, though it does not boast such a fantastic array of peaks as its neighbour, Ben Loyal. Its north-western side is precipitous and clothed at the foot by scrub, chiefly birch (see *Mountaineering Section*, p. xxviii).

From *Cashil Dhu* our route proceeds up *Strathmore* under the acclivity of Ben Hope, and affording in front a view of the distant **Ben Hee**, 2,864 feet in height, and the crowning summit of Reay Forest. In 3 miles, after crossing *Alltnacaillich* (the "old woman's burn"), on which there is a magnificent waterfall of 500 feet,—the name is said to be due to the circumstance that an old woman fell over it in pursuit of a calf—we pass on the right hand **Dun Dornadilla**, a Pictish tower in unusually good preservation. Its remains are close to the road, which further on ascends to a more open country, and in a few miles passes the head of *Loch Meaddie*, a remote sheet of water about 3 miles long, and to be fished, with permission, from the *Altnaharra Inn*. It contains fine trout. Except for the rugged outline of Ben Loyal on the left and Ben Clibrick in front, there is nothing more of any interest till the comfortable Inn at **Altnaharra** is reached. The country on both sides of the road consists of wild and lonely moorland, characteristic of mid-Sutherland. Altnaharra is on the mail-route from Lairg to Tongue. The mail motor-car passes through to Lairg abt. 8.30 a.m. (*Fare*, 4s.): to Tongue (*Fare*, 3s. 6d.) abt. 4 p.m.—from May 31 to Sept. 1—forenoon rest of year. For a description of the route see pp. 115, 129.

Heilim is situated on a peninsula projecting into the east side of Loch Eriboll, a short distance from the road. There are limestone-quarries close at hand, and the license was taken away from the inn years back to save the quarrymen from temptation.

The road hence to Tongue needs very little description. Two miles from Heilim, *Hope Ferry* is crossed at the outlet of **Loch**

Hope, and near to Hope Lodge. The fishing in the loch is preserved. Then, as we again climb, the broken heights of Ben Loyal come into view with fine effect. The road crosses a low range of moorland called the *Moin* (pron. *Mōōn*), lying between Loch Eriboll and the Kyle of Tongue. This district, 10 miles square at a rough estimate, seldom rises higher than 1,000 feet, and is a barren wilderness. Its greatest elevation is Ben Tutaig (1,340 *ft.*), called on the Ordnance Survey a "great Instrument Station," owing, probably, to the use made of it during the trigonometrical survey. The highest point on the road is 741 feet, about half-way. The district was formerly a part of the vast Reay country, but was bought by the Duke of Sutherland. **Tongue Ferry** is nearly a mile wide and crossed by carriages. Beyond it in a large plantation—an object as welcome as it is rare in these parts—is Tongue House (*p.* 113), and, $1\frac{1}{4}$ miles further, and equally welcome, the **Tongue Hotel**.

Instead of crossing the ferry one may continue on by the road round the south end of the Kyle (road pretty rough), passing Kinloch Lodge; then by the side of Lochan Hacoin to Ribigill Farm, and so to *Tongue Hotel*.

TONGUE SECTION.

Tongue.

(Map opp. p. 138.)

Postal Address :—"Tongue, Sutherlandshire."

Distances : -Thurso, 46 m. ; Lairg (village), 38, (station), 40 ; Durness, 31 ; Scourie, 57.

Motor-car (mail) to Lairg, about 7 a.m. Fare, 7s. (arr. back 5.45 p.m.).
Mail-car to Thurso, abt. 5.15 a.m. Fare, 6s. (arr. back 4 p.m.).

Tongue is the most considerable tourist resort west of Thurso, and its hotel is deservedly a favourite one. The *Kyle of Tongue*,—along the east side of which at some distance from the water the village lies—is an irregularly-shaped arm of the sea about 6 miles long, and at ebb-tide a wilderness of sand. The surrounding scenery is very variable in character, but affords many picturesque settings, the extensive plantations surrounding Tongue House giving it an appearance of warmth and homeliness almost unique in these wild northern regions. When the hotel is full, accommodation may be had at the post-office. The chief mountain feature in the scene is *Ben Loyal*, which lies back from the head of the loch, presenting a rugged and diversified outline of great beauty.

"The billowy mountain seen afar,—
Some giant sculptor's fancy warm
You'd think had watched the ocean's war
And carved the statue of a storm."

Ben Hope, considerably higher, but much more regular in shape, is also seen from the eastern side of the water, but the whole western shore of the Kyles consists of moorland extending all the way to Loch Eriboll.

Tongue House, the old seat of the Lords Reay, now the property of the Duke of Sutherland, is $1\frac{1}{4}$ miles north of the hotel, close to the road to the ferry and surrounded by plantations.

On the shore of the Kyles, about half a mile from the hotel, are the remains of a rude stronghold called *Castle Varrich*.

A group of islands—*Roan Island*, *Rabbit Isles*, etc.—lies at the mouth of the Kyles ; a pleasant sail or row to them may be had for about 12s.

For the ascent of **Ben Laoghal**, see *Mountaineering Section*, p. xxix.

Tongue to Durness and Scourie.

Distances :—Tongue to Durness, 31 m. ; Rhiconich Inn, 45 ; Scourie, 57.

Mail-Car to Heilim Ferry and Eriboll, M., W., F., 7 a.m., 5s. ; 3 or 4 passengers ; starting back 12 noon, Tu., Th., Sat.

Having already fully described this route the reverse way (p. 166), we shall here give a bare itinerary of it.

There is no public conveyance between Tongue and Durness. The mail-cart from Durness to Laxford, where it connects with the Scourie and Lairg motor (*p* 105), leaves Durness about 7 a.m. *Durness to Laxford*, 6s.

Pedestrians may cut off 10 miles of the distance by crossing Loch Eriboll at Heilim Ferry.

The Route. Two miles from the hotel the ferry across the *Kyles of Tongue* (abt. 1,500 yds.) is reached. From the other side the road traverses a low expanse of boggy moorland, called the *Moin* (pron. *Mōōn*), for 7 miles, and then drops to the ferry at the foot of Loch Hope, $2\frac{1}{2}$ miles beyond which it reaches, after another slight rise, **Heilim Ferry**. The prominent mountain on the left, rising from the head of Loch Hope, is *Ben Hope*. There is a good view over Loch Eriboll to the bare mountains at its head during the descent to Heilim Ferry. The chief are Foinaven, Cranstackie, and Ben Spionn. From Heilim pedestrians cross to *Portancon*, $1\frac{1}{2}$ miles, or in fair weather they may be landed lower down the loch. Carriages make the tour of the loch, passing at its head under the precipitous sides of *Craig-na-Faolinn* (*p* 110). From the point at which the road approaches the open sea, nearly 4 miles short of Durness, a by-road on the right turns away to the little port of *Rispond* (*p* 110). Hence to Durness the cliffs are broken and irregular, and beautiful little sandy coves lie at their feet. There is a considerable scattered population. One mile short of the Durness Inn we pass over the *Smoo Cave*. For it and **Durness** see *p* 108.

From Durness the road turns inland again southwards, descending to and skirting for two miles the *Kyle of Durness*, another sandy waste at all times except high tide. Thence it makes a long ascent, past a shepherd's cottage ("Carrivrack"; $7\frac{1}{2}$ m.; milk, etc.) to *Gualinn House* (10 m.; 596 ft.), the highest point all the way to Scourie. *Strath Dionard*, down which comes the Durness river on the right, is one of the wildest and most desolate-looking glens in Scotland.

Between Gualinn and Rhiconich the surface of the country assumes that broken appearance which characterizes the sea-board for several miles inland nearly all the way to Lochinver—a rough patchwork of rock, valley, and small tarn, forming a picturesque whole. The line of mountains, of which Foinaven, Arkle, and the pyramid-like Ben Stack are the principal, lies away to the left.

Rhiconich Inn (*p* 107) is at the head of *Loch Inchard*, and a pleasant halting-place. Five miles beyond it, at the head of *Loch Laxford*, is **Laxford Bridge**, whence the road to Lairg (*p* 105) strikes away to the left, and that to Scourie climbs again to the right.

For Scourie see *p* 103.

Tongue to Lairg.

Distances :—Tongue to Altnaharra Inn, 17 m.; Lairg (village), 38, (station), 40.

Motor-car (mail) abt. 7 a.m.; arr. at Lairg 10.45. *Fare 7s.*

Of all the Sutherland routes travelled over by public conveyances, this is the most central one, and for that reason, perhaps, the least interesting. For the first 10 miles, up to the far end of Loch Loyal, it commands distinctive views of fine scenery, but after that, except for the imposing appearance of Ben Clibrick, there is little variety on the wild undulating stretches of treeless moorland which occupy such a large portion of the county.

This road, as far as Altnaharra, also affords an alternative route to Durness and Cape Wrath, for a description of which beyond Altnaharra see page 111.

The Route. From the Tongue Hotel the road rises, at first steeply, for about two miles, affording a good view of the Kyle of Tongue, and of Ben Hope and Ben Loyal. Then, descending to *Loch Craggie* and *Loch Loyal*, it skirts the full length of the latter. Both lochs are preserved, but leave to fish may be obtained from the Duke of Sutherland's factor at Tongue. They contain *Salmo ferox*. The connecting stream is only about 200 yards in length. **Loch Loyal**, which is 5 miles long, has a fair sprinkling of wood on its north-eastern shore, which rises abruptly, and in its wildest parts two islets diversify the surface—favourite breeding-places of gulls, wild ducks, and geese. Ben Loyal lies back on the western side. A few eagles are said still to haunt its wild recesses.

Beyond Loch Loyal the moorland opens out, and the road rises to a height of 700 feet above sea-level. In front is the long ridge of *Ben Clibrick*, and to the south-west *Ben Hee*, the crowning height of the Reay deer-forest. A long descent then brings us to **Altnaharra Inn**, a little short of which a road to the left strikes away along the north shore of Loch Naver to Bettyhill, 28 miles distant (*p.* 135). From the same point the road to Eriboll and Durness diverges to the right (*p.* 130).

Loch Naver is 6 miles long and half a mile wide. It also contains *Salmo ferox*. The fishing, which is excellent, is let. The shores are in places fairly wooded with dwarf birch. Ben Clibrick rises finely from its south side.

Strath Naver, and indeed every tract of land about here, where subsistence has been possible, once boasted a considerable population. Even in times anterior to those of which we have any authentic record, it would seem to have been much more thickly inhabited than now, if we may judge from the number of *tumuli*, hut-circles, and Picts' houses which are traceable on it, while in quite recent times, we are told, "upwards of 1,200 people resided in the strath." It would be quite outside our lines to discuss the expediency of the rapid depopulation which the rural districts of the Highlands are still undergoing, and which is so strongly exemplified in the district we are now describing, but

as an illustration of the fact, we cannot forbear quoting the picturesque language of the late Mr. Anderson, writing of this particular scene in 1850 :—

“Of old there were towers in sight of each other all along the straith. Latterly, in every township, one or more comfortable tacksmen's houses were to be seen in close succession. Now for 20 miles not a house is to be seen except shepherds' dwellings at measured distances. One cannot but regret the absence of living beings in such a scene, and the want of those little hamlets usually seen in Highland glens and by the side of clear mountain-rivulets. Where are these? Wormwood and a little raised turf alone mark the place where they stood; the down of the thistle comes blowing from the sod over the roof-tree, the fires are quenched, and the owners are far from the land of their fathers.”

This, be it noted, was only when the substitution of sheep-farming on a colossal scale for cattle-rearing was thinning the population. We wonder what Mr. Anderson would have said had he lived to see the sheep in its turn banished, and the unapproachable stag become in sober earnest what he has long been in poetical fancy, “monarch of the glen.” An effort has recently been made by the Duke of Sutherland to repeople this glen.

The **Altnaharra Inn** * is a comfortable little house with a fair amount of accommodation. From it the tourist who wishes to comprehend at a glance the particular character of Sutherland scenery may ascend Ben Clibrick, the most central of the Sutherland mountains. The way is to take the mountain a little sideways from about a mile down Loch Naver, an easy grass slope.

Between Altnaharra and Lairg there is scarcely anything of interest. The road is on the rise for the first 8 miles, by the side of the *Bagastie Burn*, the *col* between which and Strath Tirry is called *Crask (pub.-ho.)* Beyond it is a flat-topped hill on the left, called *Lord Reay's Green Table*. There is an extensive mountain panorama from the high ground about here, including Ben Clibrick, Ben Loyal, Ben Hee, Ben Leod, and Ben More Assynt. A long stretch of moorland succeeds, after which, two miles short of Lairg, we join the mail-road that comes down Loch Shin from Durness and Scourie. For **Lairg** see p. 121.

Tongue to Thurso.

Distances :—Tongue to Bettyhill Inn, 13½ m.; Strathly Inn, 24½; Melvich Inn, 28; Reay Inn, 35; Thurso, 46.

Mail-Cart (6s.) about 5.15 a.m.; arr. Thurso, 1.45. From Melvich, about noon. Fare, 2s. 3d. **Coach** from Strathly, *via* Melvich, Reay, and Forss, daily, about 7.30 a.m. Fare, 3s. **Cycling**, see *Pink Inset*.

All the Sutherland routes—except, perhaps, the Lochinver one—are best travelled from east to west, and this one, perhaps, most of all so. We have therefore described it in detail in that direction (p. 134), and shall here confine ourselves to a brief summary of the principal things on the way.

Pedestrians may save between 2 and 3 miles by turning to the left at Borgie Bridge, 7½ miles on the way, and continuing for

* The Invermudal of William Black's “White Heather.”

nearly 2 miles along the west side of the river Borgia to a foot-bridge, whence a path leads due east to Bettyhill.

The Route. For nearly two miles the road goes northwards through the plantations of Tongue House, on emerging from which it ascends and works round the base of a castle-like rock called in the Gaelic *Cnoc-an-Fhreiceadain*—or, more expressively to Sassenach ears, the *Watch Hill*. Hereabouts is a considerable number of houses, and we get an excellent view of Tongue Bay. Then, after dropping to a small burn, we ascend to the naked moorland and thread our way by a number of small lochs to *Borgia Bridge*.

Foot-route to Bettyhill. Pedestrians should here turn to the left and follow the road along the west side of the Borgia river for nearly 2 miles, at which distance a footbridge crosses the stream, and a path ascends to a small farm called *Crossburn*. Hence it continues east some distance and then is lost in hilly ground. The sand-dunes, however, on the west side of Strath Naver are quickly reached, and a descent made over them to the ferry, beyond which, on the brow of the hill, is seen the comfortable *Bettyhill Inn*. The accumulation of sand at the outlet of Strath Naver is something to marvel at.

The carriage route from Borgia Bridge to Bettyhill makes a wide circuit, rising to a height of nearly 450 feet and then falling to *Strath Naver*, whose stream is crossed by a bridge, $1\frac{1}{4}$ miles short of the **Bettyhill Inn**. This comfortable resting-place commands a full view of the sandy estuary, which, by the way, affords delightful bathing.

From Bettyhill the road drops to another little sandy nook; then ascends a narrow valley; falls and rises again to a lofty moorland, whence Ben Loyal and Ben Hope appear in the retrospect, the Ben Griams and Morven of Caithness in the right front. A sharper descent than any we have yet experienced takes us to the depths of *Strath Armadale*, between which and the Strathy river is the small *Strathy Inn* on the left of the road, and 11 miles from Bettyhill. Another descent follows, the Strathy is crossed, and the road climbs again to the moorland at the end of which is **Melvich Inn**, a favourite resort of sportsmen, and commanding a wide view across the sea to the Hoy hills of Orkney. Beyond it is *Strath Halladale*, which comes down from Forsinard on the Highland railway. A little beyond it Sutherland is quitted for Caithness. The **Reay Inn** is reached, whence the remainder of the road to Thurso is over one of those bare half-cultivated flats which are characteristic of the north-east corner of Scotland.

For Thurso see p. 130.

. It will be noticed that the fares on this route are considerably below the average ones. The parcel post, however, is apt to be the chief passenger.

EAST COAST SECTION.

(Maps, pp. 75, 138.)

Inverness to Wick and Thurso.

Distances :—Inverness to Beauly, 10 m. ; Dingwall, 18½ ; Invergordon, 31½ ; Tain, 44 ; Bonar Bridge, 57½ ; Invershin, 61 ; Lairg, 66½ ; The Mound, 80½ (— Dornoch, 88) ; Golspie, 84 ; Helmsdale, 101 ; Georgemas Junction, 146½ ; (— Thurso, 153) ; Wick, 161½.

Fares :—1st cl., 2d. ; 3rd cl., 1d. a mile. To Wick or Thurso, 3rd cl., 12s.

Ref.-rms. at Dingwall and Bonar Bridge. Ref.-stall (*temp.*) at Helmsdale.

Through Trains leave about 5.30 and 9.50 a.m. (night mail from London), reaching Wick and Thurso between 12 & 1 and 3 & 4 p.m.

For **Cycling** see *Pink Inset* ; also pp. 59, 63, 66, 124. Very good as far as Helmsdale. Fair between Helmsdale and Forsinard (25 m. ; 475 ft.), where take train for Thurso. Road descends Strath Halladale to Melvich (41 m. ; p. 134).

The distance from Inverness to Wick in a bee-line is not more than 80 miles, but the railway, following the shore-line the greater part of the way to Helmsdale, and after that taking a wide sweep inland up Strath Ullie, quite doubles the distance. Beyond Golspie it was made chiefly at the expense of the Duke of Sutherland between 1870 and 1874. As far as Helmsdale it affords a succession of delightful prospects inland and across the sea, but a few miles beyond Helmsdale it enters a desolate tract of bog and moor from which there is little relief for the eye till the sea is again reached at either Wick or Thurso. For the scenery choose the right-hand side of the carriage, except between Culrain (Invershin) and Lairg.

The road variation from Helmsdale to Wick may be recommended, though it is a very trying one to cyclists and the last part distinctly dull.

The *Route* as far as Dingwall has been described on page 65. Beyond Dingwall the line skirts the northern shore of the *Cromarty Firth*, the view on the opposite side being limited by the huge broadside of Ben Wyvis. The first place of interest near it is the Black Rock, 2 miles to the right of **Novar Station**. Every tourist should visit this wonderful gorge. There is an inn, with very fair accommodation for the night, at *Evanton*, ¼ mile south of the station, just across the bridge.

The **Black Rock**. From the inn recross the bridge and turn in a few yards to the left along a road which brings you to a thatched cottage. Keep this on the right and a short distance beyond, just inside a belt of larches, pass through a wicket-gate, and proceed by a path along the side of the stream through a splendid plantation of larch, Scotch fir and birch, till by stepping out on to some boulders you obtain a view up the gorge. The river running or rather plunging through it is the Glass, which issues from Loch Glass at the foot of Ben Wyvis. This part of it is called *Allt Graat*, the "ugly burn" — a strange misnomer. The water, black enough to justify the name, rushes down between sheer rocks on both sides, covered with moss, fern and wood, and so close that the foliage overarches the stream. This view-point is 1½ miles from Novar Station. The path continues for 1½ miles, affording intermittent views of the gorge, and then spans it by a wooden bridge whence is a comprehensive

view down the defile. From the south side of the bridge the route back to *Evanton* (2 m.) is by a farm-house and a road from $\frac{1}{4}$ to $\frac{1}{2}$ mile distant from the stream.

From *Novar*, after affording a glimpse of *Novar House* on the left, the line continues near the *Cromarty Firth* through a wooded and grain-growing country to *Alness (Railway Inn)*, where the *Alness Burn* is crossed, and there is a fine new Institute. Next comes **Invergordon** (*Commercial*, good. *Pop.* 1,117). The village is prettily situated on the firth at its narrowest part. In one respect *Invergordon* reminds one of *Tromsø* in Norway. It has one long straight street with a hill-vista at both ends. That on the south—*Ben Wyvis*—may have snow on it till summer. The spire of the *United Free Church* of *Invergordon* is a feature. Three miles further, just short of *Delny*, we look between the “*Sutors*” of *Cromarty*, across the *Moray Firth*, to *Ben Rinnes* in the background. In another two, and just beyond **Kildary Station**, the line crosses the rocky glen of the *Balnagown River*, and affords a glimpse, on the left, of *Balnagown Castle*—a fine old turreted mansion of the 16th century, and the residence of the proprietor, *Sir C. Ross*.

Soon after quitting the *Cromarty Firth*, the line passes *Fearn*, and sweeps round to the left for the *Dornoch Firth*, crossing the isthmus of a flat and extensive peninsula, which is for the most part highly cultivated. The shore of the *Dornoch Firth* is reached at *Tain*, a little short of which town, on the right of the line, are the ivied ruins of an ancient church, said to have been dedicated to *St. Duthus*, a Bishop of *Ross*, early in the 13th century. Around it is a burying-ground, very tastefully laid out. **Tain** itself (*Hotels: Royal, Balnagown Arms. Pop.* 1,800) is a small, somewhat dull town, picturesquely placed on rising ground to the left of the line. The most prominent object in it is the old tower, now surmounted by a spire, of the *United Free Church*. Note in the main street the graceful monument to *Provost Kenneth Murray*.

The present *Church of St. Duthus* is in the centre of the town, about 200 yards from the station. It is a collegiate church, decorated in style, upwards of four centuries old, and restored. The finely carved pulpit was, in its original state, presented by the *Regent Murray*. Its beautifully stained glass windows and fine flooring are due to the generosity of some old *Tain* boys. On a brass plate at the end of the church is the following inscription:—

“*St. Duthus Church, erected about 1360, having been disused and become dilapidated, was restored by public subscription for ornamental and memorial purposes, 1871-1876.*”

James IV. is said to have been an annual pilgrim to the old chapel, his last visit having been only one month before *Flodden*.

Tain to Golspie. by road. *Tain to Meikle Ferry (south side)*, 4 m.; (*north side*), $5\frac{1}{2}$; *Dornoch*, $10\frac{1}{2}$; *Little Ferry*, 14; *Golspie*, 17.

This is a short and pleasant cut for pedestrians, but since the opening of the railway between the *Mound* and *Dornoch* it has been little used. There is no station at *Meikle Ferry*. Inquire at *Tain*. The distance by rail from *Tain* to *Golspie* is 40 miles.

From Tain it is 4 miles by road to the south side of **Meikle Ferry**, the last mile being over a spit of sand. The ferry-house is on the north side, and a flag must be raised to attract the attention of the ferry-man. (*Toll*, 1s.) Thence to Dornoch the road passes along the north side of the Dornoch Firth. The old Clashmore Inn, by which is the shortest way to the Mound, is closed.

From Dornoch to Golspie the direct road route is by the **Little Ferry**, which crosses the narrow outlet of *Loch Fleet* (*toll*, 3d.). On the way to it you catch a glimpse on the right of *Embo*, a small fishing village, and close to it is *Skelbo*, the old residence of the Earls of Sutherland.

After leaving Tain, on the hill-top (*Beinn a' Bhraghaidh*, 1,314 ft.), overlooking the sea beyond Dornoch, the lofty statue of the first Duke of Sutherland, by Chantrey, is conspicuous, and a little back from the N. shore of the firth, opposite Meikle Ferry, the mansion of Skibo, Dr. Andrew Carnegie, may be detected, and to the N.E. Dornoch Spire and *Station Hotel*. As the crow flies it is not more than 12 miles from Tain, but such is the tortuous character of the railway route that we shall have had 40 miles and about 1½ hours more travelling before we pass beneath it.

From Tain to Bonar Bridge the line skirts the south shore of the Dornoch Firth, presenting, when the tide is in, a splendid prospect, and at all times a pleasing view of the wooded hills across the water, on the shore of which is the *village of Bonar Bridge* (*Bridge Inn*), a picturesque line of white cottages. At the *station* there is a refreshment room, very greatly improved of late years, and the last licensed one we shall come to before reaching Wick or Thurso. Passengers are allowed five to ten minutes.

At **Ardgay**, close to Bonar Bridge station, is the *Balnagown Arms Inn* (good), residents at which have the privilege of 6 miles' fishing on the Carron Water. A beautiful peep up this stream is obtained from the railway about two minutes after leaving the station—a straight reach ended by a bridge with a pointed arch. Then the line gradually rises till, at the head of the firth, it sweeps round to the right and crosses the mouth of the Shin and the Oykel—or the *Kyle of Sutherland*, as it is called, by the *Culrain Viaduct*—70 or 80 feet above the water. There is a station on each side of the viaduct, the chief one being **Invershin** (61 m.) on the north side. In crossing, and for some distance further, a comprehensive view of *Strath Oykel* is obtained, in the lower part of which the Oykel and the Shin unite their abundant waters. Both streams drain a considerable part of the county. The view N.W. extends to Ben More of Assynt, 25 miles away, while due N. Ben Clibrick is prominent. There a good *inn*—the *Station*—just under the Invershin station, and a charmingly placed *hotel* at *Inveran*, a long mile up the Lairg and Lochinver road.

For the route from Invershin to Lochinver, see p. 92.

Between Invershin and Lairg, as we continue upwards along the slope of the hill, we have lovely peeps of the Shin, which rattles over a rocky bed far below on the left, making one particularly

fine fall, which is, however, not seen from the line. The intervening slope is richly wooded with birch. The scene is somewhat like Killiecrankie.

The station at **Lairg** is $1\frac{3}{4}$ miles from the *village* and *hotel*, on high ground. The village derives its chief importance from its position at the foot of Loch Shin, and is the starting-point of the chief Sutherland mail-routes, along which, as before explained (*p.* 128, etc.), the comfort has been greatly increased by the establishment of motor-car services, the time occupied greatly shortened, and the fares reduced.

Visitors would do well to recollect that during the first half of August the resorts in the north and north-west of Sutherland are apt to be fully occupied, and that rooms are best secured by reply telegram. Also that the motor-cars are pretty sure to have their complement of passengers and luggage.

*For a description of that to **Lochinver**, see *p.* 92; to **Scourie** and **Burness**, *p.* 128; and to **Tongue**, *p.* 129.*

After quitting Lairg one glimpse of Loch Shin—of no special interest—is obtained. The mansion rising from the wood is a shooting-lodge of Lord Durham, and soon a sharp descent through desolate scenery introduces us to *Strath Fleet* in the midst of which is the station of **Rogart**. The strath has, to a great extent, been brought under cultivation, and its fields and cottages bear witness to the advantage of proximity to a wealthy and liberal proprietor. The next station—the **Mound**—is at the head of Loch Fleet, and is so called from an artificial mound more than half a mile long, which serves the double purpose of reclaiming a large tract of alluvial land and providing a good carriage-way for the Dornoch and Golspie highroad.

Main route continued next page.

The Mound to Dornoch, $7\frac{3}{4}$ m. This little line—same gauge as main line, and substantial enough for through carriages from London and elsewhere to run on it—starts alongside the latter, and after crossing the mound close by the road, skirts Loch Fleet, and after calling at the little stations of *Skelbo* (ruin of Skelbo Castle) and *Embo*, beyond which the Links begin, enters Dornoch at its east end.

Dornoch.

Distances:—Lairg, 22 m.; Thurso, 80; Inverness, 88; Edinburgh, 254; Glasgow, 269; London (by Edinburgh), 650; by Carlisle, 657.

Hotels:—*Station*, belonging to the Highland Co. (first class, spacious, with fine view over links and sea—B. & A. from 4s. 6d.; B'fast (t. d'hôte), 3s.; Din. (ditto), 5s.; bus to station. *Sutherland Arms*, good, old established, in village. Both handy for station.

P.O. (main street, opp. Castle) open 7-8, *Sun.* 9-10. *Del.* abt. 10.40 and 2.15 (*Sun.* 7 p.m., callers); *Desp.* abt. 10.30 and 4.30.

Golf:—Seaside links, 6,000 yds. long. Visitors, 5s. week, first month; 2s. 6d. afterwards. Ladies' course (also 18 holes), 2s. 6d. week, first month; 2s. afterwards.

Dornoch, the capital of the vast shire of Sutherland, is considerably the smallest (pop. abt. 650) of that trio of pigmy capitals

—Cromarty, Inveraray, and itself. It is, or was, a slumberous town in a very healthy position, with an old cathedral and a comfortable hotel, the *Sutherland Arms*. Now, however, the convenience afforded by the new light railway from the mound, the splendid golf-links, and the erection of a very fine hotel by the Highland Railway Co. have materially improved it. The climate is remarkably dry, and there is excellent bathing. "Once upon a time"—and so every description of the town should begin—Dornoch was the ecclesiastical capital of Sutherland and Caithness. Its *Cathedral*, built in the thirteenth century by a kinsman of the founder of Elgin Cathedral, and restored, or rather remodelled, in the middle of the nineteenth by the Sutherland family, consists of chancel, nave, and transepts, with a high roof, a low tower, and a dwarf spire. The Church of Scotland has regular services in it. Sixteen Earls of Sutherland are said to have been buried in this church, and the chancel contains a monument of the first Duke by Chantrey.

In the N. transept is a stone recumbent effigy of unknown antiquity—much mutilated—and, in the cavity beneath, a number of human bones.

Of the old *Castle of Dornoch*, which was burned by banditti under the Master of Caithness and Mackay of Strathnaver, only the high western tower is now standing, the rest of the remains having been removed to make room for a prison and court-house. The modern and conspicuous house crowning the hill is *Northfield* (C. D. Barrow, Esq.).

New villas are springing up at Dornoch, and bathing-boxes have been erected.

Main route continued. On the right a fine rock-cliff, *Craigamhill*, descends abruptly to the level sea-board, across which the expanse of the Moray Firth is seen and the hills beyond, culminating in Ben Rinnes. On the south side of Loch Fleet is the ruin of *Skelbo* (p. 121).

Before reaching Golspie we pass under *Beinn a Bhragie* (Vraggie), a rocky height of 1,256 feet, on which is Chantrey's colossal *monument* of the first Duke of Sutherland. There is a winding track up to it.

Golspie itself (Hotel: *Sutherland Arms*. Pop. 1,050) is a pleasant, prosperous-looking village, in rich and well-wooded scenery. It derives its importance from its proximity to Dunrobin Castle, the chief seat of the Duke of Sutherland, which is about $1\frac{1}{2}$ miles north of the station, and 1 mile from the *Sutherland Arms Hotel*. The main drive quits the highway at the Duke's private station at Dunrobin; but a shorter way from the village is through the south gate, half a mile nearer to Golspie, and a little beyond the bridge. Hence a drive through the woods leads to the main door of the Castle.

Visitors may see the Castle, gardens, and grounds, when the family are not in residence, on Tuesdays and Fridays between 11 a.m. and 1 p.m., and 2 p.m. and 4 p.m. Apply to the Estate Office, Golspie, where permits are granted. The

Castle will not be open to visitors when the family are in residence, but the gardens and grounds may be seen before 10.30 a.m. and between 1.30 and 3 p.m. On Sundays the gardens and grounds are closed. The terraces round the Castle are private.

Dunrobin Castle is said to occupy the site of a Pictish broch. It is quite unknown when or by whom Dunrobin was built. The original castle, of which there are still traces, was pure Flemish in style, but modern additions and improvements, of which the last and most extensive was made by Wm. Leslie of Inverness, who added the new wing in 1856, have removed all appearance of antiquity from the building as a whole. As it now stands, it forms two rectangular blocks, with one main tower and sharply turreted bartizans rising in every possible place. The massive masonry of the Porch resembles that of the State entrance to Windsor Castle. The entrance Hall and Staircase, of Caen stone, and the State Apartments, overlooking the sea, are the chief parts of the interior.

From the terraces and steps leading down to the gardens there are beautiful views over the Moray Firth to the blue hills of Moray. Ben Rinnes supreme. The garden itself is divided into parterres, and is sheltered seawards by thick belts of evergreens, but trees of the finest description flourish within a stone's throw of the shore without any protection. Unless it be at Mount Edgumbe (Plymouth), we can call to mind no place in Great Britain where the sea air seems to affect the timber so little. It is protected from the west.

We should add that there is a *Museum of Northern Antiquities* in the grounds. A return may be made to Golspie by the shore.

From the north end of Golspie a walk may be taken up the *Dunrobin Glen*—very charming—to the beautiful *Waterfall*, about a mile distant.

A very interesting book on "Golspie and its Folklore," by E. W. B. Nicholson, of the "Bodleian," Oxford, is published by David Nutt, 270 Strand.

Leaving Golspie, the line crosses the pretty burn which threads Dunrobin Glen (charming peep to *left*), and in less than 2 miles passes the Duke's private station at Dunrobin, whence the house is well seen on the right, at the end of a straight drive. More than a mile further, a *Pictish Tower*—which has of late years been explored, and had its contents, skeletons, etc., removed to the Museum in the grounds—is passed on the same side. Towards Brora the railway, running high up above the shore, which hereabouts is sandy, affords a splendid view across the firth.

Brora (*Royal Victoria*, a new first-class house close to station and golf-links; *Sutherland Arms, Commercial*), our next stopping-place, is a populous but widely scattered village, whose inhabitants, besides agricultural pursuits, are employed in mining, quarrying, brickmaking, and the woollen trade, as well as fishing. This multiplicity of industrial pursuits, so unusual in the Highlands, is the result in a great measure of geological causes. A

narrow strip of oolite skirts the sea from Golspie to Helmsdale, and in this lies the coal or rather lignite, for the bituminous qualities of proper coal are absent. Brora affords good sea bathing, and there is a golf course of nine holes close to the village. The quarries abound in fossils of the middle oolite formation.

Loch Brora lies amongst low hills 3 miles N.W. of Brora. It is nearly 4 miles long and all but cut in half by a promontory on its north-east side, opposite which is *Carrol Rock*, presenting an almost sheer face of 400 feet. Rather nearer to Brora, on the east shore of the loch, is *Killin*, the site of an old chapel dedicated to St. Columba; while 2 miles higher up, on the same side, the name of *Kilcolmkill House* serves still more to associate the locality with the Saint of Iona in the minds of those who recollect that the proper name of that island is Icolmkill. Upwards of two miles further, $1\frac{1}{2}$ miles beyond the loch, and by the side of the burn which falls into the Blackwater half a mile above it, is *Caisteal Còille*, a Pictish tower, built as usual of uncemented stone.

Loch Brora contains fine brown trout, sea-trout and salmon. It may be fished by residents at the *Sutherland Arms*, Golspie. The river Brora is strictly preserved.

Leaving Brora the line passes in 3 miles, close at hand on the left, *Cinn Trolla*, another Pictish tower, which has been recently explored. If we may trust the Ordnance Survey, these mysterious relics of a time when might was right, are as thick as blackberries in this part of the country. It would be tedious to point out the actual or supposed site of each. Wherever their original form and arrangement is traceable, they are all of rough uncemented masonry and circular shape.

At **Loth**, $5\frac{1}{2}$ miles beyond Brora, the line crosses *Glen Loth*, in which it is said that the last Scotch wolf was killed two centuries ago. Then, hugging the shore for nearly 6 miles, we reach—

Helmsdale (Inns: *Ross's Commercial*, *Belgrave Arms*. Pop., 780). This is a little fishing-town, picturesquely placed at the outlet of Strath Ullie, one of the most extensive of the eastward-opening glens. The ruins of the *Castle*, 400 years old, are seen on the right as we approach the station. From Helmsdale the railway turns inland, the Ord of Caithness, which drops abruptly to the sea a few miles further north, having presented an insuperable obstacle to its continuance along the old coast-route to Wick. *Route continued p. 126.*

Helmsdale to Wick by the coast-road (from Lybster, p. 126, rail or road). *Helmsdale to Berriedale*, $9\frac{1}{2}$ m.; *Dunbeath*, $15\frac{1}{2}$; *Latheron*, 19; *Lybster*, $23\frac{1}{2}$; *Wick*, 37. *Mail-car as far as Lybster* (4s.) abt. 2 p.m.; *returning from Latheron* 6.45 a.m.

To the lover of sea-views and—in parts—very fine wild scenery the first part of this route—as far as Latheron—may be well recommended both to pedestrians and carriage folk. To **cyclists** the first eleven miles or so are, possibly, the stiffest bit between the Land's End and John o' Groat's—the “big jump” in a steeplechase before the final “run in.” The road itself is good, except that the first mile or two out of Helmsdale is loose and rough. Care must be taken about the inn accommodation, and it is always well to telegraph. In the shooting season especially, a considerable part of each hotel is apt to be taken by sportsmen for several weeks.

Tourist Inns: at Helmsdale (*above*); Dunbeath, the *Dunbeath Inn*; Latheron, the *Latheron Wheel* (a well-kept hostelry with prompt attendance); Lybster, the *Portland Arms*.

The Route. From Helmsdale to the Ord there is a very sharp zig-zag ascent of nearly 700 feet in 4 miles, broken by a couple of V-shaped depressions. The road crosses the **Ord**, which forms the "March" between Sutherland and Caithness, a furlong or so short of its summit-level. During the ascent there are fine views across the sea to Tarbet Ness and the south sea-board of the Moray Firth, with Ben Rinnes, the Knock of Grange, and the Bin of Cullen as the most pronounced heights.

Descending to *Gusdale*, where are a few houses and some cultivation, we catch sight of the Maiden Pap and the finely shaped Morven. The contrast of colour hereabouts—heather, with patches of bracken, etc.—is very striking. Then comes a long ascent, succeeded by an almost level bit and a steep drop of a mile into Berriedale, during which the coast comes into view in front as far as Clyth Head, just beyond Lybster. Below are seen the gardens of Langwell House, and in front Langwell House itself.

Berriedale is the *bon-bouche* of the route, and it is hardly possible to overpraise its beauty, which is very much of the Lynton and Lynmouth kind, with only a hamlet instead of two villages. At the foot of the hill, just below the two bridges by which the road crosses the streams, is an ideal waters-meet. The southern stream—the Langwell Burn—rushes down a V-shaped defile, whose sides are hidden by rich and varied foliage for several hundred feet up. The larger—Berriedale Valley—is more of the character of a strath, but is very charming. On the upland tongue formed by the two streams stands **Langwell House**, the simple but picturesque shooting-lodge of the Duke of Portland. Below the bridge the united waters hurry into the sea. A little summer-house by their side is the Duchess's Tea-house, and towers on the slope above commemorate the reclamation of the land. The hamlet consists of the Post and Telegraph Office, the Factor's House, and several other neat habitations.

Morven, Maiden's Pap, Scaraven, etc. These mountains may be climbed at any time of the year, but it is necessary to obtain permission from the Factor (next house to the P.O.) to walk up the Berriedale valley, and to enter one's name in a book kept for the purpose at the keeper's lodge, **Braemore**, abt. 9 m. by path from Berriedale and 7 by road from Dunbeath P.O. (*see next page*). Visitors will not forget that they are using a privilege rather than a right, and climbers will wisely confine themselves to Morven. The ascent—in parts steep—will occupy from 1½ to 1¾ hours. North and south the view is most extensive, embracing in the former direction the Orkneys with Hoy, and, by aid of a strong glass, Kirkwall Cathedral and the dull undulations of Northern Caithness; in the latter, the long southern sea-board of the Moray Firth with Ben Rinnes and, possibly, the Cairngorms conspicuous and a glimpse of Dornoch Firth. Eastward all is sea, and westward the mountains of Sutherland—Ben Griams, and, over them Ben Loyal (N.W.), Ben Clibrick (due W.) and a host of others, possibly Ben More of Assynt, to the left of it. The bulky mass of Ben Wyvis is a little W. of S.

As we climb the steep brae from Berriedale the scenery changes. Unenclosed road and heathery moor are exchanged for walled-in road and crofters' cottages and allotments, mostly arranged in strips, and some very neat and tidy-looking. The sea-view is very extensive nearly all the way from here to Wick. At the end of

Berriedale Head is a needle rock called the "Old Man," or in Gaelic "Boddach." Another descent, during which Dunbeath Castle, recently enlarged at great cost, comes into view overhanging the sea, takes us to **Dunbeath P.O.** (road to Braemore, *l.*, see *last page*), and then by a steep zigzag we drop to a wide bare valley, cross the bridge, and pass a few houses, the first of which is the inn, a little way up above the road. Below the bridge are a grove of trees and the little harbour. The mail-car changes horses about half a mile up the succeeding brae.

Between Dunbeath and Latheron there is little change in the surroundings. From the high ground Lybster may be seen in front. Another descent takes us to **Latheron Bridge**—trees again, and a cave at the river-mouth, whence we ascend again to the **Latheron Wheel Hotel** (*p.* 124)—with the derivation of "Lather 'em weel" we will not stop to quarrel—and the P.O. and church of Latheron. The parish is said to be the second largest in Scotland.

Hence to **Thurso**, by a dull but fairly level road, it is 22 miles.

An undulating road now takes us to **Lybster** (hotel left of road). The village consists of a long straight street that strikes off square from the main road seawards, and is $\frac{3}{4}$ mile long. Except the harbour, odorous during the herring-season, there is nothing whatever to see. It is to the right of the street, and a winding road, the main thoroughfare, descends to it, or you may go down the green. The road crosses, by a bridge with a very high arch, a picturesque gorge with a waterfall—the only bit of scenery near the place.

From Lybster to Wick the road is merely undulating, with fine sea-views. Opposite the 10th milestone from Wick is a little kirkyard, and about half a mile further, just behind Mid Clyth P.O., a bay with perpendicular sides, called "**Whales Goe**," the first example of those old-red inlets which are so abundant on the west side of Orkney. It is close by and well worth seeing, but approach cannily! The coast-view extends northward to Scarlet Head. A little further, Banan Church occupies an exposed position, and then the road lies back from the coast all the way to **Wick** (*p.* 136).

By the new railway from Lybster to Wick is 14 miles (abt. 3 trains a day in 40-50 mins.).

Main route continued from p. 124.

Strath Ullie, which the railway enters at Helmsdale and follows throughout, is in its lower part pretty, the river-side being fairly sprinkled with birch, and the hill-slopes diversified with heather. Cultivation, however, soon ceases, and scarcely anything but moorland is visible for the next 20 miles. Formerly, within the memory of the oldest inhabitants, there was a scattered native population, who eked out a miserable happy-go-lucky subsistence, but the beneficent despotism of the then Duke of Sutherland transplanted them to more favoured regions, and handed over the fee-simple of their holdings to deer and grouse. Evidences of a far more ancient occupation are seen in the numerous Pictish

forts, to which we have before alluded. They are generally found on the tops of mounds, and to the unpractised eye look as much like tumble-down sheep-pens as anything else. Three or four miles from Helmsdale, our old friend *Morven* suddenly pops up on the right. The stations on this part of the line are few and far between, and, but for the convenience of a few shooting-lodges, there is no apparent reason why there should be any at all. The first is **Kildonan**, eight miles beyond Helmsdale. Here are a shooting-lodge, a farm, and a church. *Suisgill Burn*, two miles further on the right hand, is the scene of the gold-washings which created such a lively public interest some years ago. So far, and a little farther, the valley maintains its picturesqueness. Another shooting-lodge, on the left hand, is succeeded by *Borrobol Platform*; beyond which we cross the *Free*—(*Gaelic Frithe*)—an important feeder of the Helmsdale.

From the next station, **Kinbrace**, 16 miles from Helmsdale, a desolate road strikes off on the left to a chain of moorland lochs and Strath Naver (16 m.). Ben Clibrick is conspicuous away to the left (due W.), and farther away, N.W., Ben Loyal may be detected.

Hereabouts, on both sides of the line, may be seen results of the reclamation policy attempted some years ago, but now given up as hopeless—an issue at which no one who judges from appearances will be astonished. A little further we pass, on the left hand, *Loch-an-Ruar*, an excellent fishing-loch, free to anglers staying at the *Forsinard Inn*, which is 4 miles to the north of it, and $\frac{3}{4}$ mile beyond Forsinard station.

From this part of the journey the sharp summits of *Ben Griam* (*Mor* and *Beg*, “big” and “little”) on the left hand, put a little shape into the scenery, and to the right of them, as we approach Forsinard, in the distance, the loftier peaks of Ben Loyal and Ben Hope are seen. A small loch on the left actually shows a wooded islet.

At **Forsinard Station** (*good inn*) the line leaves the direction of the main road, which proceeds due north down Strath Halladale, and turns eastward, affording on the right a view of *Morven* and *Scaraven*, the crowning and almost the only peaks of Caithness, which county we now enter at a height of over 700 feet, and in a dreary wilderness of feebly flowering heather, bog-myrtle, and rank grass. **Altnabreac**, the next station, is, perhaps, best known for its great snow-block in 1881. Close by, on the “dreary moorland,” is *Dhu Lodge*, the shooting-lodge of Sir J. G. Sinclair. In the distance *Morven*, the *Maiden Pass*, and *Scaraven* present a weird appearance. There are no mountains north of them. The line, passing on the left the little graveyard and hills of *Dorrery*, now descends somewhat to *Scots Calder* and **Halkirk** (*Ulbster Inn*)—the latter a considerable village on the left, which seems to mark the return to cultivation. Cornfields appear, with slate slabs for hedges. The large house close to the village is *Brawl Castle*, an old tower enlarged into a sportsman's inn. Its pro-

prietors, the trustees of Mr. Dunbar, rent the whole of the Thurso River, a splendid salmon stream, and let it out to sportsmen at from £20 to £60 a month.

At **Georgemas Junction** the line branches right and left to Wick and Thurso respectively. *For Wick, see p. 136.*

To Thurso, 7 m. Passing *Hoy Station*, half a mile on the way, we reach the side of the Thurso River, along which lies the rest of our way. A little short of the town the *Cemetery* occupies a terraced height on the far side of the stream. The large obelisk in it is the monument to Robert Dick (*p. 132*). The tower on the hill to the left is that of the Dunbar Hospital.

Thurso Station (*p. 130*) is at the south end of the town, $2\frac{1}{2}$ miles from the pier at Scrabster Roads, whence the mail-boat for Kirkwall and Stromness starts (*p. 132*). *See Baddeley's "Orkney and Shetland," 1s. (cloth, 1s. 6d.).*

Routes from Lairg.

(*Map opp. p. 138.*)

- (1.) **To Lochinver.** *See p. 92.*
- (2.) „ **Scourie and Durness.**
- (3.) „ **Tongue.**

N.B.—A **coach** in connection with the trains runs between the Hotel and the station. *Fare, 1s.,* whether you walk yourself or not.

Height of Lairg station above sea-level, 350 *ft.*; village, 280.

(2.) **Lairg to Overscaig Inn, 16 m.**; *Achfarrie, 30*; *Laxford Bridge, 37* (—*Scourie Inn, 44*); *Rhiconich Inn, 42*; **Durness Inn, 56.**

Motor-car to *Scourie* and (Mail-car) *Durness* daily, about 10 a.m., reaching *Scourie* abt. 3.15 p.m.; *Durness*, abt. 6 p.m. *Fare to Scourie, 10s.*; *Durness*, abt. 15s.

Route more fully described the reverse way on p. 105.

Pedestrians may also reach Durness by pursuing the Tongue route as far as *Alnaharra Inn* (21 m.), and proceeding thence as directed on p. 129.

A fair **cycling** road; better than, but not so picturesque as, the route by *Inchnadamph* (*p. 92*).

For the first 18 miles the road runs parallel to the north-east shore of **Loch Shin**, keeping within a few hundred yards of the water's edge the whole way, except for about 5 miles in the middle reach. This loch is 17 miles long, and averages less than half a mile wide; for its size it is one of the least interesting in the Highlands. The hills on both sides rise gradually, and to no great height, and it has only an occasional fringe of trees. It contains *Salmo ferox* and trout in abundance. The only inns upon it are those at Lairg and Overscaig, both of which have boats to let out to their visitors at a small charge.

The road for 2 miles is the same as to Tongue. After emerging from a birch-wood, we see Ben Clibrick in front; Ben Hope farther away, over the ridge to the left; Ben Hee, and soon, ruggedest of the lot, Ben More of Assynt.

Five miles from Lairg the shore of the loch retires from the road, which follows a river-like little area of it (*Loch Vanarvie*), and then, after ascending to a minor watershed, drops to the river *Fiack*, one of the chief feeders of the loch, displaying during the descent a fine mountain-view in front. Ben More Assynt and Ben Leod ("Loud") play prominent parts, and a glimpse of Quinag may be got between them. The country surrounding the lower half of the loch is remarkable as being the chief scene of the Duke of Sutherland's efforts at reclamation.

Overscaig Inn is nearly 4 miles past the crossing of the *Fiack*. Beyond it the road retires a little from Loch Shin, which in its upper reach is very narrow. A chain of lochs succeeds, the first two of which, *Griam* and *Merkland*, the road skirts on the left hand. Beyond the latter, on the right, is the extensive *Reay Deer Forest*, culminating in *Ben Hee* (2,864 ft.). The watershed is 420 feet above sea-level. The first lake in the descent is *Loch More*, 4 miles long and of uniform width. Skirting its southern shore from end to end, we reach the old change-house at *Achfarrie*, beyond which the obstruction of *Ben Stack* compels a divergence to the right. *Loch Stack* soon appears, its southern shore, along which we pass, fringed with birch. At the head is *Stack Lodge* (Duke of Westminster). Hereabouts the loch ends, and the *River Laxford* begins. The country changes to the rocky, irregular surface characteristic of the western coast of Sutherland. At **Laxford Bridge** the Durness road strikes away to the right. The route is fully described on p. 106. For *Scourie* we do not cross the bridge, but ascend a little, to the south of Loch Laxford, and, after another half-dozen miles of constant up-and-down travelling between heath-clad rocks and tarns innumerable, come to anchor at the comfortable **Scourie Inn** (p. 103).

(3) **Lairg to Altnaharra Inn**, 21 m. (—Durness, round Loch Eriboll, carriage-route, 56; across Heilim Ferry, 53); **Tongue Hotel**, 38.

Motor-car abt. 2 p.m.; arrive Tongue, 5.50. Fare, 7s. Described the reverse way on p. 115.

Cycling. Fair road. Up to Crask (880 ft.); down to Altnaharra (300); stiff rise to 630 feet in $2\frac{1}{2}$ miles; summit-level (732 ft.); down to Loch Loyal (400); thence up and down to *Tongue Hotel* (100).

For the first two miles the route is the same as the last-described one. Then it quits Loch Shin and proceeds for 11 miles up *Strath Tirry*, reaching the watershed of the eastward and northward flowing streams at the *Crask* (Gaelic, An Crask, the crossing) (*pub.-ho.* $\frac{3}{4}$ m. short of summit). There is a fine view of distant mountains, including Ben More Assynt, Ben Hee—the monarch of the Reay Forest—and Ben Clibrick, but the fore-

ground is a wide stretch of barren moorland. A descent of 8 miles to the *Altnaharra Inn* succeeds.

Altnaharra to *Cashil Dhu (Ferry)*, 15 m.; *Loch Eriboll*, 20 (—*Heilim Ferry*, 23½; *Durness*, 32); **Durness** (by carriage-road), 35. *Cycling*, p. 111.

The moorland continues, with Ben Loyal on the right and Ben Hee on the left, for several miles. Loch-na-Meide is passed on the right, and then a slight descent made into Strathmore, near the entrance to which, on the left of the road, is the Pictish remain of Dornadilla (p. 111). Beyond it we cross Allt-na-Caillich, on which there is a fine waterfall. Ben Hope (3,040 ft.) slopes grandly down on the right, and the strath is enlivened with green meadows. At Cashil Dhu (Shepherd's House, light refreshment) the river is crossed by a ferry. Loch Hope appears on the right, and a sharp ascent succeeds, from the top of which the whole expanse of Loch Eriboll is commanded. After descending a little way pedestrians may cut off a corner by taking a path from the end of first zigzag alongside of a wall and in the direction of the church, visible below. Carriages continue along the road, and proceed all the way round the head of the loch. The remaining part of both routes is described on p. 114.

Quitting Altnaharra, the Tongue road climbs the moorland again for some miles and then descends to *Loch Loyal*, passing between the lake and Ben Loyal. Then it climbs again for a couple of miles above *Loch Craggie* to a height of nearly 600 feet, to descend with still greater rapidity to the **Tongue Hotel** (see p. 113). During the descent there is a fine view seawards over the Kyle of Tongue. The best side of Ben Loyal is seen in the rear, and Ben Hope appears over the intervening moorland on the left.

Thurso.

Hotels :—*Royal*, good, ½ m. from station; 'bus; *Station*, 200 yds. from station, small but neat.

Distances :—Wick (by rail), 21½ m.; (by road), 20; John o' Groat's, 20½; Tongue, 46; Lairg, 86½; Inverness, 153; Edinburgh, 345; Glasgow, 360; London (by Forth Bridge), 740; (West Coast), 747.

Steamer from Leith and Aberdeen, see p. 8.

Coaches :—See *Yellow Inset*.

P. O. open 7 a.m.—9 p.m.; *Sun.* 9–10; del. from South abt. 1.15 and 4.30 p.m.; desp. abt. 8.30 a.m. and 2 p.m.

Tel. Off., 7.30–9; *Sun.* 9–10.

Pop. abt. 3,700. **Golf Course**, see p. xx.

Considering the remoteness of its situation, Thurso is by no means a poor or unattractive town, though there is little of special interest in it to detain the tourist. The name "Thor's Town," or "Thor's River"—*Aa* being Norse for "River"—indicates that we have passed from the land of the Gael to that of the Norseman. Indeed, though the south of Caithness still retains a large number of Gaelic names, the language of the Gael is scarcely heard at all in the county, and the northern part is as distinct in this respect from the rest of the Highlands as is the south of Pembrokeshire from the rest of

Wales. Thurso was at one time an important trading-place with the Scandinavian ports; but its harbour is none of the safest, and its principal business now is in connection with the celebrated Caithness flag-stones. The town is built on the rectangular principle, the chief thoroughfares being Princes, Traill, Sinclair, and Olrig Streets—the last-named starting square from the others at the north end, and leading to Scrabster and the Tongue road, and a newer one running at right angles to it towards Scrabster. *Rotterdam Street*, leading down to the river-mouth, is suggestive. In ecclesiastical architecture, the chief feature is the Free Church, which is of considerable elegance. It is in the street leading to Scrabster. The modern Parish Church, near the bridge, is a well-to-do looking square-shouldered building, with a clock-tower, and was built in 1833 to replace the old *Church of St. Peter*, the ruins of which, roofless, but still showing an interesting Gothic window, are to be seen in the old town, near the river-side. Near it is an “interesting *Runic* (?) *Cross*, 2 ft. 9 in. long, found in 1896—first instance of Runes in Caithness” (*Builder*). The steeples and towers of the Thurso churches give a distinctive beauty to the town as seen from a distance. The *Town Hall*, half-way down the main street, is a modern Gothic building, and contains a *Museum*, in which may be seen the store of fossils collected by the late indefatigable Robert Dick (*p.* 132). Opposite to it, in the square, is a *statue* of Sir John Sinclair, by Chantrey.

Thurso Bay, lying beneath the town, between Dunnet and Holburn Heads, is a beautiful expanse of water. It has a beach of firm sand and almost horizontal rock, affording delightful opportunities for bathing. There is also a good promenade, with sea-wall and a pleasant walk along the edge of the cliff towards Scrabster. Across the water the *Old Man of Hoy* (Orkney) rises just over Rora Head.

The most conspicuous structure in the neighbourhood is **Thurso Castle**, which overlooks the sea, a little north-east of the town. It has been rebuilt by Sir Tollemache Sinclair, the present owner and the largest landed proprietor in Caithness. To his grandfather, the late **Sir John Sinclair**, M.P., Caithness owes, in a large extent, such measure of prosperity as it possesses. Amongst the achievements of the energetic baronet may be mentioned the construction of six miles of the road between Thurso and Berriedale in one day. As an agriculturist, he was no less enthusiastic than as a road-maker. He imported sheep from almost all countries where sheep were to be found, and scored a great success in the introduction of the Cheviot breed. Add to this, that he was for thirty years an active member of Parliament, and in the troublous times at the end of the last century raised a regiment of 1,000 men from his own estate, and it will be seen that Sir John was as much a general as a local benefactor. An interesting memoir of him and of other celebrities of Thurso will be found in the “*Handbook to Thurso and Vicinity*,” published at Thurso

by Miss Russell—a little volume with which every one paying more than a flying visit to the town should provide himself.

The modern tower, $\frac{3}{4}$ -mile north-east of the Castle, is the burying-place of the Sinclair family. It is called *Harold's Tower*, from the circumstance that Earl Harold was slain and buried on the spot in 1190.

Equal to Sir John Sinclair in activity and enthusiasm, but different in rank and aspiration, was another celebrity of Thurso—**Robert Dick**, baker, botanist, and geologist, whose monument we have already noticed (*p.* 128) in the cemetery. This striking example of a self-taught man, whose name has become familiar to the general reader through Smiles's charming biography, was born in Clackmannan under the shadow of the Ochils, but in early manhood he set up in Thurso as a baker. Though he continued the active exercise of his calling almost to the day of his death, he contrived to acquire such a complete mastery of botany and geology that Sir Roderick Murchison said of him: "I found that this baker knew infinitely more of botanical science than I did;" and one of his discoveries—the primeval but at the same time highly-developed *Asterolepis* ("star-scale" fish)—furnished Hugh Miller with an important part of the heavy artillery which he fired against the development theory in his "*Footprints of the Creator*." The rocks, crannies, mountains, and moorlands of Caithness were as familiar to Robert Dick as the oven of his own bakehouse. How far his talent and industry were substantially appreciated during his lifetime may be judged from the fact that all through the long years of his residence at Thurso he was never in possession of enough ready money to enable him to visit his birth-place. He died in 1866, at the age of fifty-five—of hard work, and, to some extent, of privation. Read in the light of his untimely end, there is a pathetic significance in a simple line of one of his letters to Hugh Miller:—"Geologists," he wrote, "should all be gentlemen, with nothing else to do." If Robert Dick had been one, the world would have been more advanced in knowledge than it is, and Thurso would, perhaps, have been none the worse off for "cakes."

The Coast near Thurso.

There is little of picturesque interest near Thurso, except the coast-scenery, but that is very fine. The shortest, easiest, and most interesting excursion is to **Holburn Head**—a Norse name, said to be derived from *Holla*, the goddess of hell, and *biorn*, "a child." The excursion there and back is one of about 8 miles, and the road to be taken is that which descends along the sea-shore westward from Thurso to Scrabster. On the way we pass a scrap of the old *Bishop's Castle*, overhanging the bay. It was built nearly seven centuries ago, when Dornoch was the ecclesiastical town of Sutherland and Caithness.

From **Scrabster** (*inn*), which is the port of Thurso, we may visit the lighthouse, and proceed thence along the cliff to the

Head, gaining, as we proceed, a fine view over the sea to the cliffs of Hoy. Holburn Head is lower by 150 feet than Dunnet Head, the opposite horn of Thurso Bay—in fact, the highest point of the adjacent cliff is Spear Head, which reaches 200 feet. The rock is of the dark closely laminated flag-stone which belongs to the red sandstone formation, and the most remarkable example of it is a detached rectangular stack, nearly 200 feet high, called the **Clett**. It rises a short distance beyond the first point. Countless sea-birds make it their headquarters. Opposite to it, on the Head itself, is a deep and long cleft in the line of cliff arched over by the *Devil's Brig*, a natural structure whereon Thurso boys delight to emulate the feat of Wordsworth's "Shepherd boy" at Dungeon Gill, in Westmorland.

On Spear Head, west of the Clett, an extinguisher-shaped obelisk, placed almost on the verge of the precipice, marks the spot from which a Captain Slater was through his own mad impetuosity flung over the cliff by his horse.

The view from Holburn and Spear Heads extends across Thurso Bay to Dwarwick Head and Dunnet Head, between which there is a fine range of cliff; over the Pentland Firth to the cliffs and "Old Man" of Hoy; and as far along the north coast of the mainland as the atmosphere will allow, though a long reach of it is hidden by Strathy Point, while inland Morven, the twin Ben Griams, Ben Loyal, and Ben Hope are distinct on a clear day.

To Dunnet Head (abt. 13 m.). *Public conveyance to Castletown* (fare, 6d.) *abt. 5 times a day; on to Dunnet village (hotel) twice, returning from Castletown up to about 6 p.m. Fair inn (the Commercial) at Castletown and new golfing hotel ("Dunnet") in the village of Dunnet, ½ m. from Links.* The way is across the river and along the more northerly of the two Wick roads as far as **Castletown** (5½ m.), a village of one long and straight street. *Castlehill*, between it and the sea, is one of the few places in Caithness where trees form a feature of the scene. They are chiefly elder. From Castletown you may turn northwards and cross the sands to *Dunnet village* (8½ m.), proceeding thence a little to the west of a small loch, called *St. John's Loch*, and of the little hamlet of *Brough*, which opens on to the sea at the south-east corner of the Dunnet promontory, to the *Lighthouse*, which stands almost on the brink of the immense precipice of **Dunnet Head**, 350 feet above the sea. The view, as may be imagined, is of a most commanding character, including a great part of the north coast from Duncansbay Head to Cape Wrath; the southern portion of the Orkneys, including the cliffs of Hoy; the island of Stroma and the Skerries, with their double lighthouse, in the Pentland Firth; and the heights of Morven, Ben Griam, Ben Clibrick, Ben Loyal, Ben Hope, and other Sutherland mountains inland. The whole of the cliff-scenery between Dunnet Head and Dwarwick Head is fine. Geologically, it belongs to the old red sandstone, and was a favourite hunting-ground of Robert Dick.

Dunnet Head to John o' Groat's (about 15 m.). Tourist inns at *Mey* (8 m.) and *Huna* (13½ m.), see p. 138. One or two coaches from *Thurso* to *Mey* in afternoon.

Thurso to Tongue.

Distances:—Thurso to Reay Inn, 11 m.; Melvich Inn, 18; Strathy Inn, 21; Bettyhill Inn, 32½; Tongue Hotel, 46.

Mail-Brake—Thurso to Tongue about 7 a.m. Fare, 6s. Also **Coach** to Strathly about 4 p.m. Fare, 3s. For **Cycling** see *Pink Inset*. A very hilly route.

The first part of this route is over half-cultivated moorland, commanding wide but uninteresting views. Pedestrians should make use of public conveyance as far as Melvich, beyond which the monotony of the moorland is relieved by frequent descents into picturesque glens opening on to the sea, and by fine front views of the highest of the Sutherland mountains.

There are two roads from *Thurso* to *Reay*, one keeping near the coast all the way, the other some miles inland. The mail-car follows the latter, the afternoon machine the former.

Between *Thurso* and *Reay* there is little to attract attention. The coast-road passes, about half-way, the mansion of *Forss*, belonging to the Sinclairs, and presents views of the mountainous island of *Hoy*, with its isolated "Old Man." The south road passes, close to *Reay*, *Sandside*, a shooting-box of the Duke of Portland. The **Reay Inn** is a very fair one. Beyond it the road rises to a stretch of moorland, from which it descends to *Strath Halladale*, crossing the stream by a chain-bridge. *Strath Halladale* is a long straight valley, commencing near *Forsinard Station* on the Highland Railway, which is 18 miles from *Melvich*.

From *Strath Halladale* our road ascends abruptly to the **Melvich Inn**, finely situated, and a favourite resort of sportsmen. It commands a view over the sea to the Orkneys. Quitting it we cross another moor from which *Strathy Point*, stretching several miles to the north, is visible, and the finely-chiselled outline of *Ben Loyal* appears straight ahead. The peaked mountains, now and again visible on the left, far inland, are *Ben Griam Mor* and *Ben Griam Beg*. A very pleasant descent follows, to the *Strathy Water*, which opens on to one of those bays of firm and bright sand which characterize the shore all the way from here to *Durness*. On the top of the corresponding rise, on the other side of the water, is the small inn of *Strathy*, beyond which we drop to the *Armadales* stream, only to rise to a greater height than ever and cross another moor, at the far end of which, just before beginning the more gradual descent to the next little burn, it is pleasant to rest awhile and realize the increasing interest of the prospect. To the right of *Ben Loyal*, *Ben Hope* rears his higher but less boldly outlined form. Southward the *Griams* are still seen, and to the left of them, farther away, *Morven*, the great landmark of *Caithness*, cuts a triangle out of the sky.

The next little glen into which we descend is very charming, and between it and Bettyhill—yet another rise and fall, and again a rise—the scenery assumes a more snug and homely appearance. In the last mile before reaching Bettyhill, a sandy little cove on the right, reached by crossing a field, offers the greatest convenience for an unceremonious “dip” of any on the way. Even in calm weather the breakers generally run high on this coast, and the most expert swimmers should be careful not to trifle with the tides.

Before rising again for Bettyhill the road forks. Take the left-hand branch. A steep pitch brings us to the **Bettyhill Inn**, which is beautifully situated above *Strath Naver*, and overlooking the rocky islets lying westwards of its outlet.

Sand is the feature of the estuary of the Naver. The lower ground is a wilderness of sand, and the hills which flank it on the west are coated with sand almost to their summits.

Strath Naver is more than 20 miles long and extends almost due south into the wildest part of Sutherland, coming to an end at Loch Naver, which reposes under the lofty ridge of Ben Clibrick. To Altnaharra (*p.* 115) at the upper extremity of this loch there is a carriage-road from Bettyhill, 25 miles in length. Searchers after the picturesque, however, will do well to wrestle with any curiosity they may naturally feel about the interior of Sutherland—bleak and barren to a degree—as long as a coast-route is open to them. If they must go inland, Strath Naver is as fine a route as they can adopt. *For a further account of it see p.* 115.

The coach-road from Bettyhill to Tongue drops into the strath and follows it for 3 miles, crossing the stream by a bridge. Then it climbs the ridge between the Naver and the Borgie—about 400 feet above the sea. Pedestrians, however, will save from 2 to 3 miles, and enjoy a brief respite from the beaten road which they have followed all the way from Thurso, by crossing the ferry beneath the Bettyhill inn, and climbing the sand-bank by the side of a tiny burn on the opposite side. An indifferently marked track leads to a foot-bridge over the *Borgie*, a few hundred yards beyond a shepherd's cottage, 2 miles from Bettyhill. Cross this and proceed by a road along the west side of the Borgie stream to *Borgie Bridge*, nearly 2 miles further. Here the coach-road is rejoined. During the walk Ben Loyal and Ben Hope reappear with fine effect from the high ground between the Naver and the Borgie, and in skirting the latter stream Ben Clibrick is seen rising far away in the south.

From Borgie Bridge another rise of a few hundred feet has to be encountered. The road passes several desolate lochs, and then drops again through a pretty little glen at the foot of a strikingly abrupt rocky eminence, called from its appearance the *Watch Hill*. The Gaelic name is *Cnoc-an-Fhreiceadain*. Beneath it is a considerable cluster of houses, some of which overlook the picturesque Kyle of Tongue, to which our road now descends, entering a green and sylvan strip of country as it nears the comfortable *Tongue Hotel*.

The **Kyle of Tongue** claims admiration by reason of the

contrast which its green well-wooded shores present to the characteristic bleakness of the surrounding country. The bold and rugged outline of Ben Loyal, which shows its full height at the south end of the strath, is the most striking mountain-feature along the north coast. Looking across the water, however, to its western shore, where a low and monotonous outline is broken only by the green slopes of Ben Hope, the view is not so striking.

The **Tongue Hotel** is the largest in the far north of Sutherland. When it is full, accommodation may be had at the Post Office. See *Tongue Section*, p. 113.

Thurso to Scapa Pier (Kirkwall), 35 m.; Stromness, 50.

Mail Steamer, daily. Fares to Kirkwall or Stromness, 7s. and 4s.

For description see Baskley's "Handbook to Orkney and Shetland," 1s. (paper), 1s. 6d. cloth. London: Thomas Nelson and Sons.

Thurso to Wick (about 20 m.). Both roads good, but dull for **cycling**. Better by John o' Groat's (20½ m.); thence to Wick, 17.

Two roads and one line of rails form fairly direct routes between Wick and Thurso. There is little to see on any of them, and the tourist, unless he be an inveterate coast-limpet, in which case he will plod his way by Dunnet and John o' Groat's, will choose the rail as being the shortest, though omnibuses ply along the road at a remarkably cheap, not to say slow, rate.

Georgemas Junction to Wick (14 m.). *Route continued from* p. 128. The only object worthy of note on this route is *Loch Watten* (3 m. long and $\frac{3}{4}$ m. wide), a strictly preserved trouting-lake, skirted by the railway along the whole of its north side. *Watten Station* is at its east end. From it the line accompanies the River Wick, also preserved, all the way to Wick, the latter part of the route showing considerably improved cultivation.

Wick (Hotels: *Station, Caledonian* (small). *Pop.* 8,000) is a busier but, in itself, a less inviting town than Thurso. Regarded purely from a pleasure-seeker's point of view its attraction is small. An afternoon walk along the coast to the "Trams," when the legion of fishing-boats, with their dark-red bellying sails, is radiating from the narrow harbour, is a unique experience, which every one with a soul for animated picturesqueness will enjoy; but then all is over, and there is nothing left but to wait for the steamer, or to go on to John o' Groat's. The scene by the harbour-side, where the herrings are landed in baskets, disembowelled and packed in barrels by strange-attired women, called "gutters," at the rate of nearly 30 a minute, is for the curious rather than the sensitive. The harbour of Wick has cost a mint of money. It was designed by Telford; a breakwater was erected to protect it at a cost of £100,000, only to be almost destroyed by storms in 1872.

About 1½ miles south of Wick there is some remarkable coast-

scenery. A part of the cliffs seems to have broken away from the shore, and through the vertical cliff thus formed the sea rushes with great force. In one place the chasm is naturally bridged over. The scene is called the *Trams*. Near it is the *Old Man of Wick*, a plain square tower, roofless and floorless, several centuries old. To reach this scene you cross the bridge close to the station, and pass through the fishermen's quarters, called *Pulteney Town*. Any one tempted to associate "Pulteney" with the famous street of that name in Bath will be struck by the contrast. The "town" and the roads south of it are laid out in rectangles, and lead in every direction except the one you want. The best plan is to "go as you please" as near as possible to the shore.

Wick to Huna and John o' Groat's ("Johnnie Groats." *Burns*).

Wick to Keiss (*inn*), $7\frac{1}{2}$ m.; Huna, 17; John o' Groat's Hotel, $18\frac{1}{2}$. **Coach** to John o' Groat's about 4 and 4.30 p.m., returning from John o' Groat's 8.30 (direct); Huna to Wick, 7.45 a.m.; arr. 11. *Fares*, 1s. 6d.; return, 3s. The Huna Inn is closed.

This road, a good one, keeps near the shore, except for a few miles at its extremities. For nearly 3 miles it is identical with the more northerly road to Thurso. Then it turns to the right and follows the curve of *Sinclair Bay* for several miles. Two castles, a new and an old one, arrest the eye on the south shore of the bay. The new and nearer one, *Ackergill Tower*, is in reality an old tower restored and added to. The other is *Girnigo*. Beyond it are the scant remains of *Castle Sinclair*. What history there is of these dwellings of the old nobility is a history of blood. In connection with Girnigo a horrible story is handed down of an Earl of Caithness who, three centuries ago, confined his eldest son in it for seven years and let him die of starvation. A century earlier, Campbell of Glenorchy, who in the king's patent claimed the earldom, appeared with 700 Argyll Highlanders, but was resisted by Sinclair of Keiss. The latter's followers, after a night of drunken revelry, attacked the Argyll men, but were defeated with great slaughter. Hence, to quote Anderson, whose book supplies us with these details, the "Campbells are coming," and the "Braes of Glenorchy" obtained their names.

After passing *Ackergill Links* on the right hand the road crosses the *Wester Water*, near the outlet of the little loch of the same name, and continues over a sandy tract to **Keiss** ($7\frac{1}{2}$ m.), where there is an inn—also another old castle on the sea-shore, beyond which, still keeping within half a mile or less of the bay, we come to the hamlet, burn, and castle of **Freswick** ($12\frac{1}{2}$ m.). Less than a mile further, the new road diverges on the right, and crossing Wart Hill, a little right of the summit, reaches John o' Groat's in $3\frac{1}{2}$ miles. The old route leaves Wart Hill on the right, and quitting the main road at Canisbay, 2 miles further, passes near **Huna** (no longer an inn) to **John o' Groat's**. The **hotel** is placed on a low cliff, and commands a view over

the sea to the Orkneys, in which the hilly island of Hoy is the most prominent object. It rises beyond the island of Stroma. In the north-east, the Pentland Skerries, with their double lighthouse, are seen. The site of **John o' Groat's House**, close to the hotel, is marked by a flagstaff on a small mound. It is said to have been built octagonal for the same reason that the table of Arthur's knights was round. The original tillers of the surrounding land, a lowland family by name Groat, having quarrelled among themselves for supremacy, were restored to amity by a simple expedient of the eldest cousin, who provided each of the dissentients with a separate door to enter by and a seat at the head of an octagonal table.

Duncansby Head (210 ft.) is 2 miles to the east of the hotel. As the north-eastern extremity of the British Isles, it will always command a large amount of veneration from tourists. The formation is old redstone, mostly in the shape of Caithness flags. It affords a wide view, and the precipitous rocks around it are pierced by deep chasms, or *geos*, as they are called in the Norse language. Nearly a mile south three very fine sharply pointed rocks, detached from the mainland, are called *Duncansby Stacks*, and half a mile further the cliff attains its greatest height in *Cnoc-a-Dile* (265 ft.). The walk is a delightful one, mostly over short grass. There is a scattered but considerable population a little inland.

John o' Groat's (20½ m.), **Huna** (19 m.) to **Thurso**. *One or two coaches from Mey to Thurso in the morning; 5 or 6 from Castletown.* The first few miles of this road are near the coast. Then it ascends *Mey Hill* (abt. 220 ft.) to the right of which, off *St. John's Point*, are the dangerous reefs, visible at ebb-tide, called the **Men of Mey**. From this part of the route there is a fine view Orkneywards and to Dunnet Head. Good accommodation may be had at the *Berriedale Arms*, **Mey** (7 m.); there is a hotel at Dunnet (11½ m.; golf; p. 133), and a fair-sized inn at **Castletown** (p. 133), 5½ m. short of Thurso.

To visit Dunnet Head on this route will add about 8 miles to it, the best way being by a road which diverges to the right, 2½ miles beyond the Berriedale Inn, joining the route from Thurso on the east side of the promontory, just where it begins, 1½ to 2 miles short of the lighthouse.

The coast-route from **Wick** to **Lybster** and **Helmsdale** is described the reverse way on p. 124.

INDEX.

Telegraph Stations are marked with an asterisk. The names enclosed in square brackets are required to complete the postal address.

A

- ***Aberdeen**, 22
- to Alford and Strathdon, 30
- „ Banff and Buckie, 33
- „ Elgin, 32
- „ Fraserburgh and Peterhead, 27
- „ Inverness, 36
- Aberchalder, 19
- *Aberdour (New) [Fraserburgh], 29
- *Aberlour, 42
- Abernethy Forest, 43
- *Achanault, 74
- Achfarrie, 106, 128
- *Achiltibuie [Ullapool], 91, 90
- Achilty Inn, 69
- ***Achnasheen** [Ross-shire], 74, 81, 72
- Achterneed, 73, xxii
- Ackergill Castle, 137
- Aldourie Castle, 58
- ***Alford**, 31
- Alguish Inn [Garve], 86, 89
- Allangrange, 60
- Allargue Inn, 31, 32
- Alligin, 78
- Allt Graat, 118
- Alltnacailich, 111, 130
- *Alness, 119
- *Altnabreac, 127
- Altnaharra Inn [Lairg], 115, 116, 111, 130
- Altyre House, 46
- *Alves, 44
- An Cabar, xxlii
- Angling Section, xix
- *Arbroath, 9
- Ardessie Burn, 84
- *Ardgay, 120
- Ardvreck Castle, 99
- Armada Stream, 134
- Auchindoun Castle, 42
- Auchleven, 36
- ***Achnasheen**, see "Achnasheen"
- *Aultbea [Ross-shire], 83
- Aultnagelgach [Lairg], 93, 99
- Aultnaharrie, 89, 85
- *Avoch [Inverness], 60
- Avon, River, 43

B

- Badcall, 101, 105
- Bacishven, 77, 78

- Bagastie Burn, 116
- *Ballachulish, 17
- *Ballindalloch, 43, 41
- Castle, 43
- *Balmacara, 15
- Balnakiel, 109
- Balnagown Arms [Ardgay], 120
- Balnagown Castle, 119
- Balvenie Castle, 42
- *Banavie, 18
- ***Banff**, 33
- Beaufort Castle, 62
- *Beaully, 62, 65
- Belladrum, 62
- Ben** Aigen, 35
- Airdh-a char, 78, 82
- Alligin, 78, 76
- Arkle, 105
- Bhragie, 122
- Chaisgean, 82
- **Clibrick**, xxix, 115
- Dearg (Ross-shire), 86
- Eay, 74
- Enn, 90
- Ghobhlach, 83
- Griam, 127
- Hee, 111, 115
- **Hope**, 111, 130, xxviii
- **Loyal**, xxix
- **More Assynt**, xxviii, 94
- More, Coigach, 98, 83, 87
- **nachie**, 36
- Nevis, 18
- Newe, 32
- **Rinnes**, 42
- Spionnaidh, 107
- Stack, 105, 132
- Tutaig, 112
- **Wyvis**, xxii
- *Berriedale, 125
- *Bettyhill [Thurso], 135, 117
- Bin of Cullen, 35
- Black Falls, 99
- Black Isle**, 59
- Black Rock, 118
- Blackwater River, 66, 70
- Blervie Tower, 47
- *Boat of Garten [Inverness-shire], 6, 41
- *Boddam, 28
- Bona Ferry, 58
- *Bonar Bridge [Ardgay], 120
- Borgie Bridge, 135, 117

Borrobol Platform, 127
 Braemore, Ross, 86
 — Caithness, 125
 Brahan Castle, 71
 Brawl Castle, 127
 Bridge of Avon, 43
 " of Bucket, 30
 " of Grudie, 75
 " of Poolhidie, 32
 Brig of Balgownie, 24
 *Broadford, 16
 Brodie Castle, 47
 ***Brora** [Sutherlandshire], 123
 Buchan Ness, 30
 Buck of Cabrach, 37
 ***Buckie**, 35
Bullers of Buchan, 28
 ***Burghead**, 44
 Burgie Tower, 47
 Burn of Tynet, 35

C

Cailleach Head, 83
 Cairn-a-Crubie, 74
 *Cairnie Junc., 37
 Caisteal Coille, 124
 Caledonian Canal, 18
 Caleig Water, 87
 Camloch, 90, 93, 99
 Campbelltown [*Fort George], 51
 *Canisbay, 137
 Canisp, 99, 93
Cape Wrath, 109
 *Carr Bridge [Inverness-shire], 44
 Carrol Rock, 124
 *Carron [Morayshire], 43
 Cashil Dhu, 111, 130
 Cassley Falls, 92
 Castle Leod, 68
 — Rock, 109
 — Sinclair, 137
 — Stuart, 51
 *Castletown [Thurso], 133, 138
 Castle Varrick, 113
 Cat's Back, 68
 Cawdor Castle and Burn, 50
 Chanonry Ness, 60
 Chapel of Garioch, 37
 Chisholm's Pass, 63
 Cinn Trolla, 124
 Clach-na-harry, 57
 *Clachnessie, 101
 Clachuile, 71
 Claire, xxiv
 Clarloch, 103
 Clashcarnoch, 110
 Clashmore, 120
 Clava (Stones of), 57
 Cleit Dubh, 109
 — (Thurso), 133
 Cluny Hill, 44
 Cnoc-an-Fhreicadain, 135, 117
 — nan-each, xxiv
 Cock Bridge, 31, 32

Colquhunny (*Strathdon), 32
 Cone Rock, 41
 Conon Falls, 70
 *— Bridge, 65, 70
 *Contin, 68
 Corravachie Lodge, xxiv
 Corriehalloch, Falls of, 86
 Coul, 69
 Coulbeg, 90, 93
 Coulmore, 93
 Cradle, The, 42
 Craggie Burn and Inn, 44
 Craigm Hill, 122
 ***Craigellachie**, 41
 Craigievar Castle, 31
 Craig-na-Faolinn, 110
 Craig Phadrick, 56
 Crask, 129, 116
 ***Cromarty**, 61
 — Firth, 119
 Cromwell's Fort, 56
 Crossburn, 117
 Crovie, 34
Cruden Bay [*Port Errol], 28
 Culbin Sands, 47
 ***Cullen**, 35
Culloden Moor, 57
 Culrain Viaduct, 120
 Cumberland Stone, 57, 6

Cycling: — See *Pink Inset for Through Routes*: also, Fraserburgh to Banff, 29; Don Valley, Aberdeen to Tomintoul, &c., 30; Nairn, 49; Inverness to Foyers, 58; Black Isle, Dingwall, &c., 59; Glen Affric and Drumnadrochit, 62; Inverness to Strathpeffer, 65; Strathpeffer, 66—on to Gairloch, 74; Gairloch to Ullapool, 82; Ullapool to Garve and Dundonnell, 89—to Lochinver, 90; Lairg to Lochinver, 92; Lochinver to Scourie, 100; Scourie to Lairg, 105—Durness and Tongue, 106; Cape Wrath, 109; Eriboll to Altnaharra, 111; Inverness to John o' Groat's and Thurso, 118, &c.; Helmsdale to Wick, 124; Lairg to Scourie and Durness, 128—to Tongue, 129; Thurso to Tongue, 134—Wick (21 m.), 136; Wick to John o' Groat's, 137

D

Dalcross Station, 51
 Dalnashaugh Inn, 43, 41
 Daltulich, 46
 Darnaway Castle, 47
 Dava, 6
 *Daviot, 6, 44
 De'il's Brig, 133
 Denburn Dell, 26
 Den of Kildrummie, 31
 Deveron River, 33
 Diabeg, 78

***Dingwall**, 65
 Dirrie Mor, 86
 Dirrochan Fall, 84
 Divach Falls, 64
 Divie, River, 46
 Dochfour House, 58
 Dochgarroch Lock, 58
 Don, River, 31
***Dores**, 58
 Dornadilla, 111, 130
***Dornoch**, 121
 — Firth, 122
 Dorrery, 127
 Dramlechs, 38
 Druim, 62
***Drumbeg**, 100, 102
 Drummosie Moor, 57
***Drumnadrochit**, 20, 64
 Drumrunie Lodge, 90, 98
 Duartmore, 103
 Duff House, 34
 Duffus Castle, 42
***Dufftown**, 42
 Dulnan Bridge, 43
 Dunan-mor, 110
***Dunbeath**, 126
 Dun Buy, 28
 Duncansbay Head & Stacks, 138
 Dundarg Castle, 30
***Dundonnell**, 84, 87, 89
 Dun Dornadilla, 111, 130
***Dunnet** [Thurso], 133
 — Head, 133
 Dunnottar Castle, 9
 Dun o' Deer, 37
***Dunphail Station**, 46
 Dunrobin Castle, 123
 — Glen, 123
 Duthil Church, 44
***Durness**, 107
 — Ferry, 107, 109
***Dyce Junction**, 36, 27
 Dwarwick Head, 133

E

Eddrachalda, 94
 Edrachillis Bay, 101
 Eilean Hoan, 110
 — Ruairidh, 80
 — Suinn, 80
***Elgin**, 38
***Ellon** [Aberdeenshire], 27
 Elphin, 99
 Embo, 120
 Eriboll Village, 111
***Errol** (Port) [Aberdeenshire], 28
 Escuallin Falls, 101
***Evanton**, xxiv, 118
 Ewe River, 77

F

Fairburn, 71
 Fannich Mountains, 87
 — Water, 73

Farout Head, 108
***Fearn**, 119
 Fetternear, 31
 Fewn Loch, 98, xxviii
 Fiack River, 129
 Fiddich River, 41
***Findhorn**, 44
 — Bay, 44
 — Glen, 46
 Findlater Castle, 35
***Findochty**, 35
 Findon, 10
 Fionn Loch, 82, xxvii
 Fisherfield, 83
 Flowerdale, 76, 78
 Fluke Street, 58
***Fochabers**, 38, 35
 Fodderty, 65
 Foinaven, xxviii
 Forglen House, 33
***Forres**, 44, 6
***Forsinard**, 127
 Forss, 134
***Fort Augustus**, 19
***Fort George**, 51
Forth Bridge, 1
***Fortrose**, 60
***Fort William**, 18
***Foyers**, 58, 20
***Fraserburgh**, 29
 Freeburn Inn, 6
 Free River, 127
 Freswick, 137
 Furness, xxv
***Fyvie**, 33

G

Gaelic Language, xii
 Gaich Wood, 44
***Gairloch**, 72, 75
 Garavaig Bridge, 75, 79
 Garbh Eilean, 80
***Gardenstown** [Banff], 34
***Garmouth**, 35
***Gartly**, 31
***Garve**, 73, 69
 Geology, xi
 Georgemas Junction, 128, 136
 Giant's Chair, 42
 Girdle Ness, 10
 Girnigo, 137
 Glassaugh, 35
Glen Affric, 63
 — Bannisdail, xxvi
 — Bucket-Castle, 32
 — Canisp House, xxvii
 — Coul, 104
 — Docherty, 74
 — Dorcha, 99
 — Dhu, 104
 — Farg, 2
 — Kindy, 32
 — Loth, 124

Glen Strathan, 91, 98
 Glossary, xv
 Godsman's Walk, 54
 Golfing Section, xx
 Gollanfield Junction, 51
 ***Golspie**, 122
 Gordon Castle, 37
 Gormloch, 103
 *Grange Junction, 37
 Grann Stacach, 107
 ***Grantown**, 43, 6
 Grilse Loch, 95
 Gruinard, River, 83
 Gualainn House, 107, 114
 Gusdale Burn, 125

H

Haddo House, 27
 *Halkirk, 127
 Hammer Loch, 97
Handa Island, 103
 Hardmuir Wood, 48
 Harlaw, 37
 Harold's Tower, 132
 *Hatton, 28
 Heilim Ferry, 111, 114
 ***Helmsdale**, 124
 Hermitage Burn, 50
 Holburn Head, 132
 *Hopeman, 44
 Hope Ferry, 111
 — Lodge, 112
 Hoy Station, 128
 Hugh Miller, 61
 *Huna Inn [Wick], 137
 ***Huntly**, 37

I

Inch Bea, 86
 Incheape Rock, 9
 Inch Rory, 32
 Inchnadamph [Lairg], 93, 99
 *Insch Station, 36
 *Inveramsay, 36
 *Inveran [Sutherlandshire], 120, 92, 99
 Inverbroom, 87
 Invercannich [*Cannich, Beaully], 63
 Invercassley Bridge, 99
 Inverewe House, 83
 *Invergordon, 119, 61
 Inverlael, 87
 *Invergarry, 19
 "Invermudal," 116
 ***Inverness**, 52
 Invernochte, 32
 Inveroykel Lodge, 9
 Inverpollly Lodge, 91
 *Invershin, 120, 92
 Inverugie, 29
 *Inverurie, 36
 Isle Maree, 80
 — Martin, 90, 98

J

Jamestown, 69
 John o' Groat's House, 137

K

Kannaird River, 90
 Kearvaig Burn, 109
 *Keiss [Wick], 137
 ***Keith**, 38
 *Kemnay [Aberdeen], 31
 *Kennethmont, 37
 Kentallen, 17
 Keoldale, 109
 Kerry Falls, 78, 75
 Kerrysdale, 78, 75
 *Kessock, 57
 Kilcolmkill House, 124
 Kildary Station, 119
 *Kildonan, 127
 Kildrummy, 32
 Killin, 124
 Kilmorack, Falls of, 62
 Kilravock Castle, 50
 *Kinbrace, 127
 *King Edward Station, 33
 ***Kinlochewe**, 74, 81
 Kinloss Abbey, 44
 Kinnairds Head, 29-
 *Kintore Junction, 31
 Kirkaig, river and falls, 97
 Kittybrewster Station, 36
 Knock, The, 37
 Knockan, 90
 Knockando, 43
 Knockfarrel, 65, 68
 Kyle of Durness, 107, 114, 109
 *— of Lochalsh, 15
 — of Sutherland, 120
 — Strome, 101
 — of Tongue, 135, 113
 Kylesku, 104, 101

L

***Lairg**, 92, 99, 121, 128
 Langdale, 125
 Langwell House, 125
 *Latheron [Caithness], 126
 Lawson's Rock, 106
 Laxford Bridge, 105, 115, 129
 Leckmelin House, 89
 Ledmore, 90, 93, 94
 Ledgowan, 74
 *Lentran Station, 65
 Linn of Ruthrie, 43
 Little Ferry, 120
 — Gruinard, 83
 — Loch Broom, 84, 89
 Loch Achalt, 88
 — Achilty, 70
 — Alsh, 15
 — -an-Ordain, 97
 — -an-Ruar, 127
 — Ardree, 95

Loch Assynt, 94, 99
 — a-Vroin, xxvi
 — Awe, 93
 — Badcall, 102
 — Baddagyle, 90
 — Baddidaroch, 105, 103
 — Badinine, 95
 — Bad-na-Skalaig, 79, 75
 — Beannoch, 95
 — Beannachan, 71
 — Borrolan, 93
 — **Broom**, 87
 — — (**Little**), 84, 89
 — Brora, 124
 — Cairnbawn, 101
 — Choir Mhor, xxiv
 — Clashfern, 103
 — Craggie, 93, 130, 115
 — Crogach, 95
 — Culag, 95
 — Culen, 74
 — Dochfour, 58
 — Droma, 86
 — Enard, 91, 98
 — **Eriboll**, 111, 129
 — Ewe, 83
 — Fannich, 73
 — Fewin, 95
 — Fleet, 120
 — Garavaig, xxv
 — Garve, 73, 70
 — Glass, xxiv
 — Glencoul, 101
 — Glendhu, 101
 — Grian, 129
 — Gruinard, 83, 89
 — Hope, 111, 112
 — Inchard, 107
 — **Inver**, 95
 — Kinellan, 69
 — Laxford, 105
 — Linnhe, 17
 — Lochy, 19
 — Loyal, 115
 — Luichart, 73
 — Lurgan, 90, 98
 — Maol-a-Choire, 94
 — **Maree**, 80, 79, 74
 — Merkland, 106, 129
 — More, 106
 — na-doire-Daraich, 97, 95
 — na-Gainimh, 99
 — na-Inse-Odhair, 109
 — na-Meide, 111, 130
 — na-Sheallag, 83
 — **Naver**, 115, 135
 — **Ness**, 20, 58
 — Oich, 19
 — Poll, 101
 — Roe, 95
 — Rosque, 74, 81
 — **Shin**, 123
 — Skinaskink, 91
 — Stack, 105, 129
 — Toll-an-Lochain, 84

Loch Tollie, 77
 — Urigall, 93
 — Ussie, 68
 — Vanavie, 129
 — Veyatie, 93, 99, 93
 — Watten, 136
 Lochan Fada, 99
 ***Lochinver**, 95
 ***Lochmarea Hotel**, 79, 75
 Lonach, 32
 Lord Reay's Green Table, 116
 ***Lossiemouth**, 40
 *Loth, 124
 Lovat Bridge, 62
 Luichart Lodge, 73
 *Lybster, 126

M

Macbeth's Hillock, 48
 ***Macduff**, 33
 Maiden Loch, 95
 — Pap, 125
 ***Mallaig**, 11, 13
 Maryburgh [*Conon Bridge], 71
 *Maud Junction, 29
 Meall Garavaig, 80
 Measach Falls, 86
 Meig Glen, 71
 Meikle Ferry, 120
 *Melvich Inn, 134, 118, 117
 Men of Mey, 138
 *Mey [Thurso], 138, 134
 Mither Tap, 36
 Moat Hill, 27
 Moins, 112, 114
 *Montrose, 7, 9
 *Monymusk, 31
 Mormond Hill, 29
 Morven, 125
 Mound (the), 121
 Mountaineering Section, xxi
 Moy Hall, 6
 Muckle Burn, 47
 Muckarach, 44
 *Muir of Ord, 65
 Muirtown Lock, 21
 Mull, Sound of, 12
 Mullbuie, 59
 *Munlochy, 60

N

***Nairn**, 48
 Nelson Monument, 45
 *Nethy Bridge, 43
 New Castle of Slaines, 28
 Newe Castle, 32
 New Machar, 27
 *New Pitsligo [Aberdeen], 29
 *Nigg, 61
 Novar Station, 118
 Nun's Rock, 110

O

Oldany, River, 101
 Old Man of Wick, 137
 Orbliston Junction, 38
 Ord of Caithness, 125
 Orrin Falls, 71
 Overskaig, 129, 105
 Oykel Bridge and Inn (*see* *Rosehall,
 7 *m.*), 93, 99
 *Oyne, 36

P

*Pennan [Fraserburgh], 34
 *Perth, 2
 ***Peterhead**, 30
 Pictish Towers, 123, 124
 *Pitcaple, 37
 Pitsligo, 29
 Pittodrie, 37
 Pluscarden Abbey, 40, 47
 *Poolewe, 82
 *Port Errol [Aberdeenshire], 28
 *— Essie, 35
 *— Gordon, 35
 — Nockie, 35
 *Portree, 16
 *Portsoy [Banffshire], 35
 Pulteney Town, 137

Q

Quinag, 94, 100
 Quiraing Rocks, 16

R

Rabbit Isles, 113
 Randolph's Leap, 47
 Raven Rock, 69
 Reay Deer Forest, 105
 *— Inn, 134, 117
 Redcastle, 60, 65
 Red Head, 9
 — Point, 78
 Reform Monument, 30
 Relugas House, 47
 Rhiconich Inn, 107, 115
 Rhidorroch Lodge, 93
 Rhu Noa, 74
 Ribigill, 112
 Rispond, 110
 Roan Island, 113
 Robert Dick, 132
 *Rogart, 121
 Rogie Falls, 70
 Rona Islet, 110
 *Rosehall [Invershin, Sutherland], 92
 Rosehaugh, 60
 *Rosehearty [Fraserburgh], 29
Rosemarkie [Fortrose], 60
 *Rothes, 41
 *Rothiemay, 37

S

Sail More, 84
 St. John's Point, 138
 Sands, 83
 Sandside, 134
 Sango Bay, 108
 Scaraven, 125
 Scardroy, 71
 Scatwell, 71
 Scotscaider, 127
 ***Scourie** [Lairg], 103, 129
 *Scrabster [Thurso], 132
 — Roads, 133
 Scur-a-Vuillin, 74
 Shieldaig, 78
 Shin River, 92
 Sinclair Bay, 137
 Sinclair, Sir John, 131
 Skaig Bridge, 100
 Skelbo, 120
 Skye, Isle of, 16
 Slains Castle, 78
Slioch, xxiv
 Slochd-mor, 6
 Sluie, 46
 Smiorsair, xxv
 Smoo Cave, 108
 Spear Head, 133
 Spey River, 41
 Spey-mouth, 35
 Spey-side, 41
 Spidean Coinich, 94
 Spynie Palace, 40
 Stack Chlo, 110
 — Lodge, 129
 — Polly, 90
 Stoer, 97
 *Stonehaven, 10
 Stones of Clava, 57
 Storr Rock, 16
 Strath Bogie, 37
 — Bran, 74
 — Broom, 87
 — Canon, 71
 — Dionard, 107, 114
 — Dirrie, 86
 *— **Don**, 32, 31
 — Fleet, 121
 — Garve, 86
 — Glass, 63
 — Halladale, 134, 118
 — Kannaird, 90, 98
 — Naver, 115, 135
 — Orrin, 71
 — Oykel, 99
 — Polly, 91
 — Tirry, 129, 116
 — Ullie, 126
 Strathan, 98
 Strathgarve, 73
 Strathmore, 111, 130
 ***Strathpeffer**, 66
 Strathvaich, 86
 Strathy Inn, 117, 134

Strathy Point, 134
 *Strichen, 29
 *Struy, 63
Sullivan, xxvii
 Suisgill, Burn, 127
 "Sutors," The, 61
 Sweno's Stone, 45

T

*Tain, 119
 Talladale, 80, 75
 Tanera More, 91
 Tap of Noth, 37
 Tarradale, 65
 Tay Bridge, 7
 Teallach Hills, 84
 Thornbush, 57
***Thurso**, 130
 — Bay, 131
 — River, 128
 — Station, 128
 Tillynaught, 34
 *Tobermory, 13
 Tochieneal, 35
 Toll-an-Lochain, 84
 Tollie, 77
 *Tomatin, 43, 6
 *Tomintoul [Ballindalloch], 32
 Tomnahurich, 54
***Tongue**, 113, 130
 — Ferry, 112
 — Hotel, 112
 — House, 113
 Tor Achilty, 69

Torrandon Bridge, 73
 Torr-na-biolare, 80
 Traligill River, 96
 Trams (Wick), 137
 Troup Head, 34
***Turrit**, 33
 Tutum Tarvach, 93

U

***Ullapool**, 88
 Urquhart Castle, 20

V

Victoria Falls, 79
 View Rock, 69

W

Wart Hill, 137
 Watch Hill, 135, 117
 *Watten Station, 136
 Wester Water, 137
 West Highland Railway, 11
 Whales Goe, 126
 White Bridge, 101
 Whitten Head, 110
***Wick**, 136
 Wide Fall, 84
 Wyvis Deer Forest, xxiv

Y

Ythan, River, 27

NOTES.

. The Publishers will be greatly obliged for information regarding anything wrong or inexplicit in this volume. Address—
Messrs. T. Nelson and Sons 35 Paternoster Row, London E.C.

“THOROUGH” GUIDE ADVERTISER.

N.B.—Communications respecting Advertisements should be addressed to “T. NELSON AND SONS, 35 Paternoster Row, London, E.C.”

Only appropriate Advertisements are inserted.

ALPHABETICAL INDEX TO RAILWAYS, STEAMERS, HYDROPATHICS, HOTELS, Etc.

Alphabetical order is, as far as possible, observed in this List.

Railways.

	Page		Page
Cockermouth, Keswick, and Penrith	8	Londonderry and Lough Swilly Railway	37
Furness	11	West and South Clare Railways	39
Glasgow and South-Western	10		

Steamers.

British and Irish Steam Packet Co., Ltd.	12	General St'm Naviga'n Co., Ltd.	5
		London & Edin. Shipping Co.	7

Hotels.

Derbyshire	19-21	Ireland	35-39
Devonshire	22-24	London	17, 18
English Lake District	25-30	Scotland	43-56
Gloucester	32, 33	Wales	42, 43

Miscellaneous.

Collis Browne's Chlorodyne	55	Nelson and Sons, 24, 38, 40, 41, 42, 46, 47, 50, 51, 52, 53.	
Daimler Motor Co.	13	Norwich Union Fire Insurance Co.	15
Denty's, London	3	Partington Advertising Co., Ltd.	16
Foyle, W. & G.	18	Vaseline	6
Fry's Cocoa	4	Waterman's Ideal Fountain Pen	9
Goodchild & Co., Ltd., Motor Co.	14		

Hydropathics.		<i>Shortest</i>	
<i>Place.</i>	<i>Name.</i>	<i>Telegraphic Address.</i>	<i>Page</i>
Buxton . . .	Derbyshire . . .		20
Matlock . . .	Smedley's . . .	Smedley's, Matlock Bank	19
Windermere . . .	Windermere . . .	Hydro, Windermere	26

Hotels in England and Wales.

Ambleside . . .	Queen's, Salutation, and Waterhead	Queen's Hotel, Ambleside	26
Barmouth . . .	Min-y-Mor . . .		31
Bideford . . .	Royal Hotel . . .	Royal Hotel, Bideford	23
Birmingham . . .	Cobden . . .	Cobden . . .	31
" . . .	Hen and Chickens . . .	Chickens . . .	31
Bournemouth . . .	Imperial . . .	Imperial, Bournemouth	33
" . . .	Grand . . .	Grand, Bournemouth	33
Bowness . . .	St. Martin's . . .		31
Buxton . . .	Balmoral Private . . .	Balmoral, Buxton . . .	21
" . . .	Crescent Hotel . . .	Crescent Hotel, Buxton . . .	21
Clifton, Bristol . . .	Clifton Down . . .	Suspension, Bristol . . .	32
Eastbourne . . .	Sussex Hotel . . .	Sussex Hotel, Eastbourne	24
Exeter . . .	New London . . .	Pople, Exeter . . .	22
Grasmere . . .	Moss Grove . . .	Moss Grove, Grasmere . . .	25
" . . .	Prince of Wales . . .	Prince Hotel, Grasmere . . .	29
" . . .	Rothay . . .	Rothay, Grasmere . . .	25
Ilfracombe . . .	The Collingwood . . .		31
" . . .	The Granville . . .	Granville, Ilfracombe . . .	21
Jersey . . .	Star . . .		31
Keswick . . .	Keswick . . .	Wivell, Hotel, Keswick . . .	28
Liverpool . . .	Laurence's Hotel . . .	Clayton Square, Liverpool	43
Llangollen . . .	Hand . . .	Hand Hotel, Llangollen . . .	43
London . . .	Wild's Hotel . . .		17
" . . .	West Central . . .		18
Lynton . . .	Cottage Hotel . . .	Cottage Hotel, Lynton . . .	23
" . . .	Valley of Rocks . . .	Holman, Lynton . . .	22
Newby-Bridge . . .	Swan Hotel . . .	Swan, Newby-Bridge . . .	30
Penrith . . .	Crown and Mitre . . .	Hotel, Bempton, Westmoreland . . .	26
" . . .	Ullswater . . .	Bownass, Glenridding . . .	27
Scarborough . . .	"Zylpha" Boarding House		34

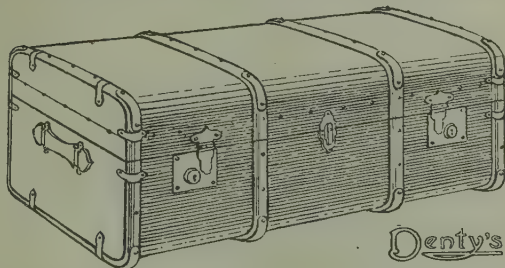
Hotels in Ireland.

Achill . . .	Slievemore (Dugort)	Slievemore, Dugort . . .	38
Dublin . . .	Hotel Metropole . . .	"Metropole," Dublin . . .	36
" . . .	Jury's Hotel . . .	Jury, Dublin . . .	31
" . . .	Shelbourne . . .	Shelbourne Hotel, Dublin . . .	35
Londonderry . . .	Ulster . . .	Ulster Hotel, Londonderry . . .	37
Newcastle . . .	Slieve Donard . . .	Slieve, Newcastle, Down . . .	38
Sligo . . .	Victoria . . .	Victoria, Sligo . . .	37

Hotels in Scotland.

<i>Place.</i>	<i>Name.</i>	<i>Shortest Telegraphic Address.</i>	<i>Page.</i>
Aberdeenshire	Cruden Bay	Cruden Bay, Port Erroll	49
Aberfeldy	Weem	Weem Hotel, Aberfeldy	54
Aberfoyle	Bailie Nicol Jarvie	Blair, Hotel, Aberfoyle	51
Achnasheen	Station	Station Hotel, Achnasheen	54
Ardlui	Ardlui	Dodds, Ardlui	54
Ballater	Invercauld Arms	Invercauld Arms, Ballater	47
Balmacara	Balmacara		53
Blair Atholl	Atholl Arms	Hotel, Blairatholl	52
Braemar	Fife Arms	Fife Arms, Braemar	48
Edinburgh	Manor Place Board- ing Establishment		47
Glasgow	St. Enoch	Souwestern, Glasgow	43
Loch Awe	Loch Awe	Hotel, Loch Awe	45
"	Portsonachan	Cameron, Portsonachan	44
Pitlochry	Moulin	Moulin, Pitlochry	51
Strathpeffer	Spa	Wallace, Strathpeffer	56

"COMPRESSED THREE-PLY" CABIN TRUNKS
 WITH HOOPED BATTENS ALL ROUND
 Two brass double-action lever locks : brass bolt
 Two leather handles :: 32 angle-pieces & clips : Tray



Length : inches 30 32 34 36 38
 Series 32 : Price 296 316 346 366 396

Denty's make Trunks of every pattern, size, and price.
 "Compare Qualities and Prices" in Fully Illustrated
 Descriptive Lists. Post free. Address

DENTY'S: Dept. B: 78 & 80
EDGWARE ROAD, LONDON, W.

4
“The Highest Cocoa
Value Obtainable.”

Fry's

PURE BREAKFAST

Cocoa

This perfectly pure cocoa is not only a delicious beverage, but a nourishing and strengthening Food. It is unsurpassed for flavour, and most economical in use, the price of a tin being extremely moderate. A small teaspoonful makes a large cup of delicious and nourishing Cocoa.

“**COCOA IN PERFECTION.**”

“Its Royal Flavour
Wins Royal Favour.”

Manufacturers by Special Sealed Warrants of Appointment to
H.M. THE KING, H.M. THE QUEEN,
AND
H.M. QUEEN ALEXANDRA,
AND
TO THE PEOPLE FOR NEARLY 200 YEARS.

GENERAL STEAM NAVIGATION CO., LTD.

15 TRINITY SQUARE, E.C.

ROYAL MAIL
SERVICE

TOURS

From ·
LONDON,

Including accommodation at best Hotels, full board, light and attendance, and 1st class travel throughout (except where 2nd or 3rd class is mentioned) by Steamer, Rail, and Coach.

		£	s.	d.
BORDEAUX , 12 days, £8 2 2;	ARCACHON 12 days	8	5	8
„ BIARRITZ , San Sebastian, Fontarabia ..	12 days	10	3	6
„ LOURDES , motor drive to Gavarnie ..	12 days	9	16	3
„ PYRENEES , Grand Circular Tour ..	19 days	15	15	6
ALGIERS , Ideal Route, by Steamer to Bordeaux, Rail to Marseilles, Steamer to Algiers. 19 days, 18 guineas; or with 2nd class travel ..		15	0	0
HAMBURG , 5 days' Tour, £4 16 9 ..	6 days	5	9	9
„ COPENHAGEN , Kiel, Hamburg ..	6 days	6	17	6
„ BERLIN , 6 days, £7 16 6; or including POTSDAM Conducted Coaching Trip, with Luncheon and Admission to all Palaces at Potsdam, 9/6 extra.				
„ GOTHA CANAL , Scandinavian Tour ..	16 days	15	0	0
BOULOGNE , 4 days, £2 7 6 ..	And up to 15 days	7	6	6
OSTEND , 2 days, £1 3 0; 6 days, £2 11 0 ..	10 days	3	17	0
„ ARDENNES , Bruges, Brussels, River Meuse, with Admission to Caverns of Han, etc. (2nd Rail) ..	9 days	5	5	2
„ RHINE , Ardennes, Brussels Tour ..	9 days	6	11	10
RHINE, OSTEND, BRUSSELS TOUR (3rd rail) ..	6 days	4	2	9
ZUYDER ZEE , Harlingen Cruise, 4-5 days, £2 12 6.				
EDINBURGH , 5 days, £3 5 0 ..	16 days	8	9	6
„ KIRKMICHAEL, KILLIECRANKIE, DUNKELD, LOCH TAY , etc., grand Steamer, Rail (3rd Class), and Coaching Tour ..	16 days	9	9	0
„ ARDRISHAIG, INVERARAY , etc. ..	6 days	4	15	0
„ LOCH ECK , Coaching Tour ..	6 days	4	19	0
„ ARDGOUR , Loch Linnhe, Fort William, 13 days, £9 1 6 ..	16 days	10	5	6
„ OBAN, STAFFA, IONA , etc. ditto	9 days	8	8	6
„ CALEDONIAN CANAL , Highlands and Western Islands ..	13 days	13	5	0

EAST AND WEST COAST CRUISES:

London, Edinburgh, Glasgow, } Belfast, and back to London }	7 days (leaving Sat.) 10 days (leaving Wed.)	5 2 9 7 0 0
London, Portsmouth, Southampton, Plymouth, Falmouth, Dublin, Isle of Man, Sillith, Edinburgh, London ..	8 days (leaving Sun.) 9 days (leaving Wed.)	6 8 0 7 0 0
Orkney and Shetland Isles, 14 days' Cruise		9 8 0

ROUND BRITAIN CRUISES.

9 days, £7 12 6; 14 days, £9 9 0.

Illustrated Guide, with Splendid Road, Rail, and Route Maps, by Post, 2d.
GENERAL STEAM NAVIGATION COMPANY, Ltd., Trinity Square, London, E.C.

'VASELINE'

Most people know that "**VASELINE**" is ideal for the skin, but not so many know that it blends perfectly with other standard remedies, such as Menthol, Capsicum, Boracic Acid, Camphor, etc., enabling their special virtues to act safely, quickly, and effectively on any affected part, internal or external. It is worth the while of any careful reader to note the uses of some of these valuable preparations.

CAPSICUM "VASELINE"

is the best home remedy for internal pains, such as Colds, Bronchitis, Lumbago, Sciatica, **Rheumatism**, and Neuralgia. *Only* in collapsible tubes, 1/- each.

BORATED "VASELINE"

is invaluable for Nasal Catarrh, and is a universal antiseptic ointment. *Only* in collapsible tubes, 1/-.

CAMPHORATED "VASELINE"

applied freely is a highly efficient remedy for Piles and Hemorrhoids, and other painful swellings; at the same time, Pure "**Vaseline**" should be taken internally.

CARBOLATED "VASELINE"

is the best possible antiseptic dressing for Cuts, Bites, Barber's Itch, etc. In collapsible tubes, 6d. and 1/-, and 6d. bottles.

"VASELINE" SOAPS

are superfatted with "**Vaseline**," and leave a clean, fresh odour, and the skin like velvet, after using. 3d. tablets.

"VASELINE" HAIR TONIC

assists hair growth by removing all obstacles and promoting an unequalled beauty and vitality. In bottles, 1/-, 2/-, 3/-.

IT LETS THE HAIR GROW.

"VASELINE" JUJUBES

are an agreeable form of taking "**Vaseline**" internally for Coughs, Sore Throats, etc. 1/-.

**RELIEVES A STUBBORN
COUGH INSTANTLY.**

"VASELINE" COLD CREAM

is the best known Skin Preservative. In tubes, jars, and boxes, from 2d. Excellent after Shaving.

Descriptive Booklet of all the "**Vaseline**" Preparations
post free.

Chesebrough Manufacturing Co.,

42 Holborn Viaduct, London.

"VASELINE" is our Registered Trade Mark.

LONDON & EDINBURGH.



THE LONDON AND EDINBURGH SHIPPING CO.'S

fast, powerful, and splendidly equipped Steamers,

"ROYAL SCOT" (New), "FIONA," "FINGAL,"

with excellent Passenger Accommodation—

MUSIC ROOM,

SMOKE ROOM, Etc.,

Leave **HERMITAGE STEAM WHARF, WAPPING, E.,**
every **TUESDAY, WEDNESDAY, and SATURDAY.**

Leave **VICTORIA WHARF, LEITH,**
every **WEDNESDAY, FRIDAY, and SATURDAY.**

CIRCULAR TOURS, returning *via* the South and West Coasts, also
to Dublin, Liverpool, and Orkney and Shetland Islands, etc.

ROUND BRITAIN BY SEA.

Calling at Dundee, Belfast, etc.

Seven Guineas, including all expenses for 9 Days.

*For full particulars as to sailings and fares in connection with above, consult our TOUR BOOK,
which will be sent post free, on application in*

LONDON.—To London and Edinburgh Shipping Co., Limited, Hermitage Steam Wharf, Wapping, E.; M'Dougall and Bonthron, Limited, 64 Mark Lane, E.C.; G. W. Wheatley and Co., 194 Piccadilly, W.; Thomas Cook and Son, Ludgate Circus, E.C.; or in

EDINBURGH.—To the Head Office of the Company, 8 and 9 Commercial St., Leith.

Telegraphic Addresses: "Edina," LONDON; "Comet," LEITH.

London Telephone No. Avenue 2961 (3 lines).

Leith Telephone Nos. 602, 603, 604.

COCKERMOUTH, KESWICK, and PENRITH RAILWAY.

DERWENTWATER, ULLSWATER, THIRLMERE, BUTTERMERE, CRUMMOCK, AND BASSENTHWAITE LAKES.

IMMEDIATE access by this Railway is obtained to all parts of the Cumberland Lake District.

The trains connect with the Main-Line Trains of the London and North-Western Company and with the trains of the North-Eastern Company at Penrith, and at Cockermouth with those of the London and North-Western and Maryport and Carlisle Companies for West Cumberland.

Through-Train connections also with the Furness Railway at Whitehaven.

DURING THE SUMMER MONTHS

Through Trains run between London (Euston) and Keswick, Cockermouth, and stations beyond, calling at the principal stations on the Main Line.

Coaches run between PENRITH STATION and POOLEY BRIDGE, connecting with the Ullswater Navigation and Transit Company's Boats to and from PATTERDALE.

Coaches also run between TROUTBECK STATION and PATTERDALE (ULLSWATER) in connection with the trains to and from KESWICK and PENRITH, and stations beyond.

From KESWICK STATION Coaches run daily to WINDERMERE, AMBLESIDE, GRASMERE, BORROWDALE, and BUTTERMERE. The journey to Buttermere is over Honister Pass, and allows passengers the opportunity of visiting Barrow, Lodore, and Scale Force Waterfalls.

Tourist Tickets from all parts to KESWICK, TROUTBECK (for Ullswater), and COCKERMOUTH.

Through Bookings with all principal railway stations.

Week-end and Ten Days Tickets to important visiting and other places.

Circular Tour Tickets issued from Cockermouth, Keswick, and other stations, and **Pleasure Party Tickets** between local stations.

Day and Half-day Excursion Tickets to important local stations.

Particulars in special announcements, or on application.

Keswick Station.

P. THOMPSON,
Secretary and Gen. Manager

Waterman's (Ideal) Safety Pen



Showing how
it is sealed
when open.



Showing how
it is sealed
when closed.

Primarily Designed for Ladies,
Travellers, and Sportsmen, but
far too good a pen to be thus
restricted in its usefulness.

YOU,

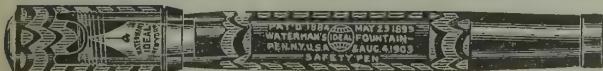
for instance, might prefer this type to the regular style of Waterman's Ideal. It differs in that it can be carried in any position—upside-down, right-side-up, side-ways, end-ways—without leaking. All the superior features and patented parts in the regular Waterman's Ideal are combined in the "Safety" Pen. Any style nib fitted and changed gratis if not exactly right.

12/6 and upwards.

In Silver and Gold for
Presentation. Of Station-
ers, Jewellers, etc. Book-
let free from L. & C.
HARDTMUTH, Ltd., Koh-
i-noor House, Kingsway,

London. New York: 173
Broadway. Paris: 6, rue
de Hanovre. Brussels: 14,
rue Pont Neuf.

Vienna, Milan, Dresden,
Zurich.



Glasgow & South-Western Railway

("THE GOLFERS' LINE.")

Full and Expeditious Service of EXPRESS TRAINS
between

SCOTLAND & ENGLAND

via GLASGOW AND SOUTH-WESTERN AND
MIDLAND RAILWAYS,

FROM

GLASGOW (ST. ENOCH)

GREENOCK, ARDROSSAN, PAISLEY, AYR,
TURNBERRY, KILMARNOCK, DUMFRIES, Etc.

TO

LONDON (ST. PANCRAS)

BIRMINGHAM, BATH, BRISTOL,
SHEFFIELD, LEEDS, BRADFORD,
MANCHESTER, LIVERPOOL, Etc.

DINING CARS. CORRIDOR CARRIAGES. SLEEPING CARS.

• The Popular Route to the

LAND O' BURNS

AND THE

CLYDE WATERING PLACES.

THE GOLF LINKS

Adjacent to the Company's Line are numerous, and many
of them are considered

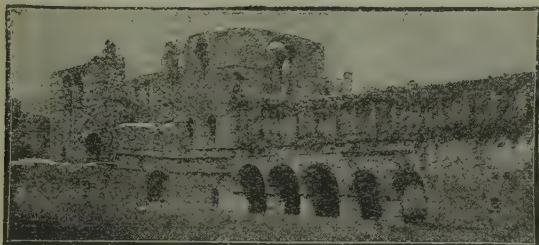
SECOND TO NONE IN THE UNITED KINGDOM.

**THE FAMOUS TURNBERRY (Ayrshire) GOLF LINKS
ARE UNRIVALLED.**

Glasgow, 1912.

DAVID COOPER, General Manager.

FURNESS RAILWAY.



FURNESS ABBEY FROM THE CLOISTERS.

20 Rail, Coach, & Steam Yacht TOURS THROUGH LAKELAND

EVERY WEEK-DAY

During June, July, August, and September.

EMBRACING:

WINDERMERE, CONISTON, RYDAL,
GRASMERE, THIRLMERE, DERWENTWATER,
ULLSWATER, WASTWATER, and ENNERDALE
LAKES, Etc.—See “*Tours through Lakeland*” Programme.

MAY TO SEPTEMBER.

TOURISTS' WEEKLY TICKETS

ARE ISSUED

BETWEEN CERTAIN GROUPS OF STATIONS,
available for an UNLIMITED NUMBER OF JOURNEYS
FOR SEVEN DAYS, enabling the Holders to explore the
beauties of the Lake District.

FURNESS ABBEY HOTEL IN THE CENTRE OF LAKELAND.

PROGRAMMES, GUIDES, and PAMPHLETS may be had gratis at all Furness Railway Stations; from Mr. A. A. Haynes, Superintendent of the Line, Barrow-in-Furness; and at Messrs. Thos. Cook & Son's Offices; also at the principal Bookstalls.

PICTURE POST-CARDS of the Lake District (8 Coloured Series), 6 Cards, 3d. REAL PHOTO POST-CARDS, Series 9, 10, and 11, Coniston and Windermere Lake Steamers, 6 Cards, 4d. Series 14 and 15, Furness Abbey, 16 and 17, Furness Abbey Hotel, 6 Cards, 4d.; Series 12 and 13, after George Romney's Pictures, 6 Cards, 8d. New Series in preparation—Furness Railway Rolling Stock. The above Post-Cards may be obtained at Furness Railway Station, and on the Company's Steamers; also at Furness Abbey Hotel and the principal Bookstalls.

BARROW-IN-FURNESS, 1912.

ALFRED ASLETT, *Secretary and General Manager.*

GRAND HOLIDAY SEA TRIPS

(Magnificent Coast Scenery)

BETWEEN

LONDON & DUBLIN

AND THE

SOUTH OF ENGLAND.

The best route for Cornwall, Devon, Wilts, Sussex, Kent, Essex, Hants, and Surrey, and for the Scilly Islands, the Isle of Wight, the Channel Islands, and France.

THE LARGE FIRST-CLASS STEAMERS OF THE BRITISH & IRISH STEAM PACKET CO., LTD.

Leave London and Dublin twice a week, calling both ways at Portsmouth, Southampton, Plymouth, and Falmouth.

Sailing Days { *From London—Sundays and Wednesdays.*
 From Dublin—Wednesdays and Saturdays.
 "Lady Gwendolen," New Steamer, 2,163 Tons.

FLEET:—

"Lady Roberts"	1,462 tons	|	"Lady Martin"	1,398 tons
"Lady Wolseley"	1,424 "	|	"Lady Hudson-Kinahan" .	1,372 "
			"Calshot" (Cargo Steamer),	547 tons.

These vessels have superior accommodation for First and Second Cabin and Steerage Passengers, are fitted with Electric Light, have Deck State Rooms, Smoke Rooms, etc., and carry Stewards and Stewardesses.

Circular Tours from LONDON to Killarney, Cork and South of Ireland, Isle of Man, Glasgow, Etc., from SOUTH OF ENGLAND Ports to Connemara and West of Ireland (June to Sept.), and from DUBLIN to Channel Islands and France *via* Southampton.

Scilly Islands.—Passengers for these charming Islands land at Falmouth and travel *via* Penzance.

London, Dublin, and Isle of Man Tours, 45s. Return 1st Class to Dublin by this Company's Steamers, thence by Isle of Man S.P. Company's Steamers, or per S.S. "YARROW." Splendid Summer Service from Dublin.

SPECIAL CHEAP EXCURSION TICKETS,

First and Second Cabin, available for 16 days, are issued between any two of the following Ports—Dublin, Falmouth, Plymouth, Southampton, Portsmouth, at a Single Fare and a Quarter.

Ordinary Return Tickets are available for three months.

Private Cabins can be reserved on payment of extra charge on early application being made for same.

Tourists will find much interesting information in Company's Illustrated Handbook; sent post free from any of the Company's Offices, or obtainable on board the steamers.

AGENTS:—30 EDEN QUAY, DUBLIN, Carolin & Egan. LONDON: James Hartley & Co., 30 Lime Street, Fenchurch Street, E.C.; and North Quay, Eastern Basin, London Docks, E. PLYMOUTH: R. Clark & Son, and H. J. Waring & Co., Millbay Pier. SOUTHAMPTON: British and Irish Steam Packet Co., Exchange Buildings. FALMOUTH: W. & E. C. Carne, Market Street. PORTSMOUTH: J. M. Harris, 10 Broad Street.

Tickets are also issued by THOS. COOK & SON.

Chief Offices—27 SIR JOHN ROGERSON'S
QUAY, DUBLIN.

Telegraphic Address—"AWE, DUBLIN."

Daimler

Since the introduction of the New Daimler Engine, the Company have been honoured with orders for more than 7,500 cars, among the Purchasers being :—

H.M. The King.

H.M. The Queen.

His Late Majesty King Edward VII.

H.M. Queen Alexandra.

H.I.M. The Czar.

H.I.M. The Empress Dowager of Russia.

H.M. The King of Spain.

H.M. The Ameer of Afghanistan.

H.R.H. The Duke of Sparta.

H.R.H. The Crown Princess of Sweden.

Etc., etc.

THE DAIMLER CO., Ltd.,
COVENTRY.

F. B. GOODCHILD & Co., Ltd.

THE FAMOUS 4 CYL.

12/14 h.p.
£250,
with tyres.

ORYX

18/24 h.p.
£370,
with tyres.

COMBINES SILENCE with RELIABILITY.

From W. H. SCHWIND, STREATLEY, READING.

To Messrs. F. B. GOODCHILD & Co., Ltd.

Telephone No. 16 Goring.

October 23rd, 1911.

"Dear Sirs,—The 'Oryx' car of 14 h.p. which I bought from you in June 1910 has now run 15,000 miles, and has given me no trouble whatever, and I have only once in that time had the cylinders off to remove the carbon deposit.—Yours truly, W. H. SCHWIND."

AND

6 h.p.

ZEBRA

6 h.p.

(THE SILENT MITE.)

Single Seater - - - £125.

Two Seater Torpedo - - £145.

A Golfer writes:—

"I have used this little car for some time past, and have driven it over 2,000 miles. For its size it is the most wonderful car I have ever been in. For golfers and motorists who do not wish to take out a big car for short journeys it is ideal."

F. B. GOODCHILD & CO., Ltd.,

16 Wigmore Street, LONDON, W.

'Phone: 3344 Mayfair.

Telegrams: "Efficax, London."

Codes: A. B. C. 5th Edition, Liebers, and Engineering.

NORWICH UNION

FIRE INSURANCE

Society Limited.

Founded 1797.

Head Office—NORWICH.

CHIEF LONDON OFFICES:

50 Fleet Street, E.C.;

71 and 72 King William Street, E.C.;

114 Cannon Street, E.C.

CLASSES OF INSURANCE:

FIRE AND CONSEQUENTIAL LOSS
(Loss of Profits).

ACCIDENT AND SICKNESS.

EMPLOYERS' LIABILITY.

THIRD PARTY INDEMNITY.

BURGLARY AND THEFT.

PLATE GLASS.

FIDELITY GUARANTEE.

PROPERTY OWNERS' INDEMNITY.

HAILSTORM. MOTOR CAR.

**Combined Householders' Policy—Insurance against
Fire, Burglary, and Accidents to Domestic
Servants effected in One Policy.**

For Advertising

ON THE

**LONDON
ELECTRIC
RAILWAYS**

AND

**LONDON
AND
PROVINCIAL
HOARDINGS**

**THE MOST MODERN &
THE MOST PROFITABLE
FORM OF ADVERTISING KNOWN.**

Address—"CAR" DEPARTMENT,
THE PARTINGTON ADVERTISING CO., Ltd.,
Temple Station, Victoria Embankment,
LONDON, W.C.

SOLE AGENTS for

THE GREAT NORTHERN, PICCADILLY, AND BROMPTON RAILWAY.
THE BAKER STREET AND WATERLOO RAILWAY.
THE METROPOLITAN DISTRICT RAILWAY.
THE SOUTH - EASTERN AND CHATHAM RAILWAY (London,
Chatham, and Dover Section).
THE CRYSTAL PALACE (Grounds and Buildings).
THE EARL'S COURT EXHIBITION.

Estimates for Press Advertising.

BOURNEMOUTH.

... THE ...

IMPERIAL HOTEL.

Every Home Comfort carefully studied. Situated on the favourite East Cliff. Highest Elevation.

Two minutes from Electric Lift leading to Undercliff Drive and Pier.

Telephone—1529.

Telegrams—

"Imperial, Bournemouth."

**STANDING
IN ITS
OWN
GROUNDS.**

**SHELTERED
FROM
COLD WINDS.**

**The BOURNEMOUTH IMPERIAL and
GRAND HOTELS, Ltd.**

BOURNEMOUTH.

... THE ...

GRAND HOTEL.

**STANDING
IN THREE
ACRES OF
WELL-
PLANNED
GARDENS.**

**COVERED
LOUNGE.**

Situated in the most Central
Position of the Town.

Terrace due south, where invalids and others can rest in quietude, surrounded by the health-giving pines, and in reach without fatigue of all places of amusement; Theatre, Winter Gardens, Pier, etc.

Telephone—134.

Telegrams—

"Grand, Bournemouth."

**The BOURNEMOUTH IMPERIAL and
GRAND HOTELS, Ltd.**

THE

“ZYLPHA”

BOARDING
 Albion Road, HOUSE,
 SOUTH CLIFF,
 SCARBOROUGH.

Clean, comfortable Rooms. Good
 Cooking, with every attention.
 Liberal Catering. South and West
 aspect, ensuring sunshine from rise
 to setting. Terms on application.
 Low Winter Terms, October to June.
 Near good Motor Garage. ❀ ❀

ONE MINUTE FROM SPA.
 SEA VIEW.

STATION, 5 MINUTES.
 GOLF LINKS, 10 MINUTES.

Extract from Visitors' Book:—

“After a wide experience of travel, we pronounce the
 ‘Zylpha’ *par excellence*.”—Mr. and Mrs. —, London.

“Never in twenty-five years of travelling have we been so
 comfortable.”—BRIGHTON.

Nat. Telephone 475.

Z. SHAW, Manager.

Ireland.

SHELBOURNE HOTEL, DUBLIN.

"The best hotel in Dublin."—THE QUEEN.

CHARMING SITUATION OVERLOOKING STEPHEN'S
GREEN PARK.

MOST CENTRAL POSITION. MODERATE CHARGES.



CHOICEST CUISINE and WINES.

ELECTRIC LIGHT, PASSENGER
AND LUGGAGE LIFTS.

FREE GARAGE.

SHELBOURNE HOTEL,
DUBLIN.

DUBLIN.



Hôtel Métropole

(SACKVILLE STREET).

Opposite Train Centre and G.P.O.

**FIRST-CLASS. MODERN.
FOR FAMILIES AND TOURISTS.**

100 BEDROOMS. APARTMENTS "EN SUITE."
PASSENGER LIFT. ELECTRIC LIGHT.
PERFECT SANITATION.

**PUBLIC RESTAURANT
DEPARTMENT ATTACHED.**

TERMS MODERATE.

Descriptive Tariff on application to THE MANAGER.

Telegrams—"Métropole," Dublin.

Ireland.
LONDONDERRY.

ULSTER HOTEL,

GUILDHALL ST. and POST OFFICE ST.

FIRST-CLASS Family and Commercial. Most central position, and fitted with all modern appliances. Hot, Cold, and Shower Baths. Omnibus attends all Trains. Telephone 163. Electric Light throughout. Cook's Coupons accepted.

MOTOR GARAGE FREE.

Miss KELLY, Proprietress.

SLIGO.

VICTORIA HOTEL

Patronized by His Excellency the Lord-Lieutenant (Earl Dudley),
the Nobility, and Gentry.

Tourists, Anglers, and Families will find every convenience, combined with
cleanliness and moderate charges.

**PRIVATE ROOMS, LADIES' SITTING-ROOMS. BATHS (HOT, COLD, AND SHOWER).
BILLIARDS AND GOLF.**

Gentlemen staying at this Hotel have the privilege of Free Fishing for
Salmon and Trout on Lough Gill. Boats for hire. Posting in all its branches.
Omnibus attends all trains. Garage.

Cook's Coupons accepted.]

J. A. HALL, Proprietor.

LONDONDERRY AND LOUGH SWILLY RAILWAY.

*Most Direct Route to the far-famed Highlands of Donegal is via Londonderry and thence
Londonderry and Lough Swilly Railway.*

TOURISTS should ask for Through Tickets to Buncrana, Carndonagh, Rathmullan, Portsalon, Creeslough for Rosapenna, Dunfally, Gweedore, or Burtonport via Londonderry, and thence by Lough Swilly Railway. The tickets can be obtained at all the principal stations in England and Ireland, also at Messrs. T. Cook & Son.

VISITORS to Ireland and Residents in Ireland contemplating a tour to the far-famed Highlands of Donegal should not fail to travel via the historic walled city of Londonderry, and thence by the Londonderry and Lough Swilly Railway.

**Excellent FISHING AND SHOOTING,
GOLFING, BOATING, BATHING,
and MOUNTAINEERING.
SPLENDID HOTELS.**

Frequent services of trains from and to Londonderry. Steamers ply between Fahan, Rathmullan, and Portsalon. Coach service daily between Rathmullan and Portsalon, and between Creeslough and Rosapenna, in connection with Mail Trains to and from Larne, Belfast, Greenore, and Dublin.

Excursion Tickets issued daily from Londonderry to Buncrana, Fahan, and Rathmullan, and on certain days to Portsalon, Ballyliffin, Malin Head, Burtonport, etc.

For full particulars see Illustrated Guide and Time Table, sent post free on application to undersigned.

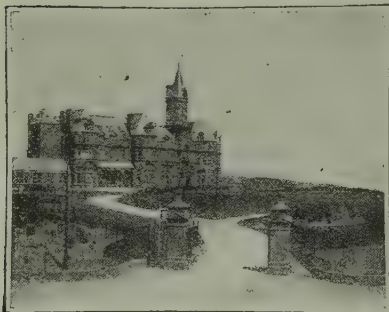
NOTICE.—On communicating with the Company's Agents, Messrs. M'Crea & M'Farland, Londonderry, or with any of the Company's Stationmasters, a conveyance will be in attendance to remove any luggage between Railway Stations and Steamers in Londonderry. **R. TALBOT WILSON, Traffic Manager.**

Ireland.

NEWCASTLE, CO. DOWN.

SLIEVE DONARD HOTEL.

(Owned and Managed by the Belfast and Co. Down Railway Company.)

AN IDEAL GOLFING AND HOLIDAY RESORT.

SPLENDIDLY situated in its own grounds, commanding fine views of the Mourne Mountains and the Sea. 120 Bedrooms and several Suites of Apartments, Handsomely Furnished Coffee, Drawing, Reading, Billiard, and Smoke Rooms. Sea and Fresh Water Baths.

Royal County Down Golf Links adjoining. Visitors to the Hotel have the privilege of playing at reduced rates.

Tennis Courts, Croquet Greens, etc. Electric Light throughout. Elevator. Perfect Sanitation. First-class Cuisine.

Garage. Cycle House.
Petrol kept.

Tariff and Particulars on application to W. F. COLLINS, Manager.

Telegrams—"Slieve, Newcastle, Down."

Telephone No. 6, Newcastle, Down.

THE SLIEVEMORE HOTEL, DUGORT, ACHILL ISLAND, CO. MAYO, IRELAND.

REMODELLED and enlarged to meet the requirements caused by the New Railway to the Island, promoted by Mr. A. J. Balfour. Situated in the immediate vicinity of the Grand Mountains of Slievemore and Croaghaun, and the Menawn "Cathedral" Cliffs; close to the Bathing-strands and the Seal Caves of Dugort. The cooling breeze from the Atlantic in summer makes the air of Achill most charming, and people suffering from dyspepsia or nervous exhaustion are greatly benefited by a short stay in the Island.

The trips to the adjacent islands and whaling stations by boat are very interesting to the antiquarian, naturalist, and pleasure-seeker. Good white and brown trout fishing and shooting now attached to the Hotel. Hot, Cold, and Sea-water Baths on the Premises.

Long Cars meet the trains at Achill Sound to convey the visitors through to Dugort. Special arrangements can be made if visitors will correspond with the Proprietor.

Telegrams—"SLIEVEMORE, DUGORT."

JOHN SHERIDAN.

NOTE.—Sheridan's Slievemore Hotel is not connected with Sheridan's Strand Hotel.

Price Three Shillings and Sixpence.

RAMBLES IN ROME.

By S. RUSSELL FORBES, Ph.D. Eleventh Edition, Revised and Enlarged. Fully illustrated. Detached Map in pocket.

An archaeological and historical guide to the Museums, Galleries, Villas, Churches, and Antiquities of Rome and the Campagna. Embraces all the recent excavations and discoveries.

T. NELSON & SONS, London, Edinburgh, Dublin, and New York.

.. VISIT ..

KILKEE, *SPANISH POINT,*

LAHINCH,

AND

LISDOONVARNA

AND THE

Unrivalled Cliff & Coast Scenery

OF

WEST CLARE.

*The Direct Route to these Famous Health and
Pleasure Resorts is by the*

West and South Clare Railways,

From ENNIS to ENNISTYMON (for Lisdoonvarna),
LAHINCH (for the Golf Greens and the Cliffs of Moher),
MILTOWN-MALBAY (for Spanish Point), and thence to

KILKEE.

Special Service during Tourist Season from Kingsbridge at
11 o'clock a.m., arriving at KILKEE at 6 o'clock p.m.

THROUGH TOURIST TICKETS are issued at the principal Railway Stations in Ireland and England; also at the Offices of THOS. COOK AND SON, DEAN AND DAWSON, and "TOURIST DEVELOPMENT," 65 Haymarket, London, S.W.

For Information as to Fares, Routes, Hotels, Golfing, Fishing, etc., apply to—

PATRICK SULLIVAN, Manager.

WEST CLARE RAILWAY, ENNIS, 1912.

40
... THE ...
NELSON LIBRARY
OF COPYRIGHT FICTION.

PRICE SEVENPENCE NET.

Popular editions of the best recent Fiction in Library Binding.

Only the best authors and the finest of their novels claim a place in the NELSON LIBRARY.

The volumes have frontispieces by first-class artists, are specially well printed, and are very nicely bound in Red Cloth, with Gilt Back.

A new volume appears on the first and third Wednesdays of each month.

- | | |
|------------------------------|---|
| 1. Marriage of William Ashe. | 25. Sir John Constantine. |
| 2. Intrusions of Peggy. | 26. The Man from America. |
| 3. Christina M'Nab. | 27. Lame Dog's Diary. |
| 4. Battle of the Strong. | 29. Woodside Farm. |
| 5. Robert Elsmere. | 30. Monsieur Beaucaire. |
| 6. No. 5 John Street. | 31. The Pit. |
| 7. Quisanté. | 32. Adventurer of the North. |
| 8. Incomparable Bellairs. | 33. The Wages of Sin. |
| 10. The King's Mirror. | 34. Lady Audley's Secret. |
| 11. John Charity. | 35. Eight Days. |
| 12. Clementina. | 36. Owd Bob. |
| 13. If Youth but Knew! | 39. Marcella. |
| 14. The American Prisoner. | 40. Selah Harrison. |
| 17. The God in the Car. | 41. The House with the Green
Shutters. |
| 18. The Lady of the Barge. | 42. Mrs. Galer's Business. |
| 19. The Odd Women. | 43. Old Gorgon Graham. |
| 21. Translation of a Savage. | 44. Major Vigoureux. |
| 22. The Octopus. | 45. The Gateless Barrier. |
| 23. White Fang. | |
| 24. The Princess Passes. | |

[Continued]

THOMAS NELSON AND SONS,
London, Edinburgh, Dublin, New York, Paris, and Leipzig.

NELSON LIBRARY—*Continued.*

PRICE SEVENPENCE NET.

-
- | | |
|---------------------------------|---|
| 46. Kipps. | 91. The Lady in the Case. |
| 47. Moonfleet. | 92. The One Before. |
| 48. Springtime. | 93. The Gentleman from Indiana. |
| 49. French Nan. | 94. When Valmond came to Pontiac. |
| 50. The Food of the Gods. | 95. Beaujeu. |
| 51. Raffles. | 96. The Dolly Dialogues. |
| 52. Cynthia's Way. | 97. Gotty and the Guv'nor. |
| 54. Love and Mr. Lewisham. | 98. Vixen. |
| 55. The Lonely Lady. | 99. The House of a Thousand Candles. |
| 56. Thompson's Progress. | 100. The Waters of Jordan. |
| 58. Lady Rose's Daughter. | 101. The Good Comrade. |
| 59. Romance. | 102. Multitude and Solitude. |
| 60. War of the Carolinas. | 103. The Gift. |
| 61. Katharine Frensham. | 104. The Lightning Conductor. |
| 63. Love and the Soul-Hunters. | 105. Interplay. |
| 64. The Secret of the League. | 106. The Prisoner of Zenda. |
| 65. Valerie Upton. | 107. The Refugees. |
| 66. First Men in the Moon. | 108. Helbeck of Bannisdale. |
| 67. The American. | 109. The Right of Way. |
| 68. Farm of the Dagger. | 110. Rose of the World. |
| 69. Expensive Miss Du Cane. | 111. Poison of Tongues. |
| 70. Sir George Tressady. | 112. Tom Sawyer. |
| 71. The Princess Sophia. | 113. John Bolsover. |
| 72. A Son of Hagar. | 114. The Road. |
| 73. Born in Exile. | 115. Mr. Horrocks, Purser. |
| 74. Set in Authority. | 116. Exton Manor. |
| 75. The Sleeper Awakes. | 117. A Man of Mark. |
| 76. The Grey Knight. | 118. The Last Hope. |
| 77. Captain Margaret. | 119. Rupert of Hentzau. |
| 78. Making of a Marchioness. | 120. True Tilda. |
| 79. Shining Ferry. | 121. Eleanor. |
| 80. The Riddle of the Sands. | 122. Cardinal's Snuff-Box. |
| 81. The House of Lynch. | 123. Huckleberry Finn. |
| 82. Shanghaied. | 124. The Four Feathers. (<i>Apr. 3.</i>) |
| 83. Love and the Spy. | 125. The Great Shadow. (<i>Apr. 17.</i>) |
| 84. The Blazed Trail. | 126. Fortune. (<i>May 1.</i>) |
| 85. Cousin Ivo. | 127. Ordinary People. (<i>May 15.</i>) |
| 86. Count Antonio. | 128. History of Mr. Polly. (<i>June 5.</i>) |
| 87. The Skipper's Wooing. | 129. Donovan Pasha. (<i>June 19.</i>) |
| 88. The Invisible Man. | King Edward the Seventh. |
| 89. The Call from the Past. | |
| 90. Mr. Clutterbuck's Election. | |
-

THOMAS NELSON AND SONS,

London, Edinburgh, Dublin, New York, Paris, and Leipzig.

North Wales.

LLANGOLLEN.

THE HAND HOTEL.**On the Banks of the Dee.**

ONE of the most convenient in this "Lovely Vale," and second to none for comfort, catering, and situation.

60 BEDROOMS.**LARGE PRIVATE SITTING-ROOMS.**

Electric Light throughout.

GOLF.

EXTENSIVE MOTOR GARAGE FOR 40 CARS.

FAVOURITE STOPPING-PLACE BETWEEN LONDON & HOLYHEAD.

Posting in all its Branches.Address—**JAMES S. SHAW, Resident Proprietor,****HAND HOTEL, LLANGOLLEN.**

NATIONAL TELEPHONE No. 7.

A New Volume every Month.

NELSON
SIXPENNY CLASSICS
(net).

Write for Complete List.

T. NELSON & SONS, LONDON & EDINBURGH.

LAURENCE'S

Temperance, Commercial, and Family

Tel. No.
Royal 3729.

HOTEL,

20 & 21 CLAYTON SQUARE,
LIVERPOOL.

THIS Hotel contains upwards of 100 Rooms, including COFFEE ROOM, PRIVATE SITTING ROOMS, BILLIARD and SMOKE ROOM. The BEDROOMS are well ventilated and comfortably furnished. Headquarters, Cyclists' Touring Club.

The Midland and London and North-Western Stations are within three minutes' walk, and the Lancashire and Yorkshire Station and Landing Stage within a convenient distance.

CHARGES STRICTLY MODERATE.

Scotland.

GLASGOW.

ST. ENOCH STATION HOTEL

is the most comfortable and convenient hotel in Glasgow for families and tourists for the Western Highlands, Trossachs, and the Firth of Clyde. Convenient for Burns' country and Ayrshire Golf Courses. Sitting-rooms, Bedrooms, and Bathrooms *en suite*.

Under same Management.

STATION HOTELS AT TURNBERRY, AYR, AND DUMFRIES.

For further particulars apply J. H. Thomas, G. & S.-W. Railway Co., Glasgow.

Telegrams: Souwestern.

Nelson's Guide to Paris.

Price NINEPENCE Net.

THOMAS NELSON AND SONS, LONDON AND EDINBURGH.

Scotland.LOCHAWE.

THE
PORTSONACHAN
HOTEL,

PORTSONACHAN.

THIS is the leading anglers' hotel on Lochawe. It is beautifully situated on the lake, being eight miles from the one end and sixteen miles from the other, thus allowing ample room for drifting in either direction.

It contains large Coffee Room, Ladies' Drawing Room, Smoking Room, Billiard Room, and Private Sitting Rooms.

NUMEROUS DAILY EXCURSIONS

can be made from Portsonachan at
 special reduced rates.

Sanitation up to date.

Good Salmon and Trout Fishing Free.

Tariff and Pension Terms very Moderate.

Post; Telegraph Office in buildings.

Motor Garage. Petrol, etc.

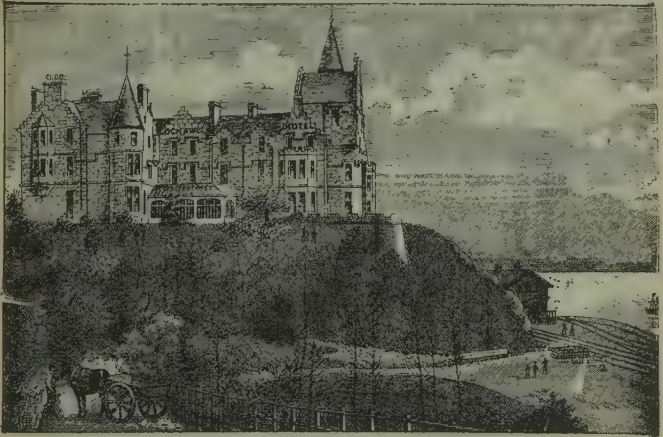
THOS. CAMERON, Proprietor.

NOTE.—Hotel Steamer "Caledonia" connects with trains at Lochawe Station. See Time Tables.

Scotland.

LOCH AWE HOTEL.

(LOCH AWE STATION, CALEDONIAN RAILWAY.)



**Passenger Lift from Station to Hotel.
ELECTRIC LIGHT THROUGHOUT.**

Splendid 9-hole Golf Course in Vicinity.

Also Putting Green in Hotel Grounds.

**MOTOR GARAGE WITH PIT.
ACCUMULATORS CHARGED.**

PETROL AND OIL.

Illustrated Brochure on application.

**Splendid Saloon Steamer (SS. "Countess of Breadalbane") runs in
connection with Hotel.**

Telegrams—"Hotel, Loch Awe."

D. FRASER, Proprietor.

NELSON'S Shilling Library

(NET).

New and handsome editions of many recent books of outstanding merit and great interest, the original cost of which has restricted their enjoyment to a limited circle of readers.

They are well printed and illustrated, and are bound in Blue Cloth with Gilt Top.

The Series includes works of Travel, History, Biography, etc., nothing but Novels being excluded.

A New Volume is published monthly.

- | | |
|---|---|
| 1. Scrambles Amongst the Alps. | 41. The Life of General Gordon. |
| 2. Collections and Recollections. | 42. Collected Poems of Henry Newbolt. |
| 3. The Great Boer War. | 43. Pot-pourri from a Surrey Garden. |
| 4. Life of John Nicholson. | 44. The Ring and the Book. |
| 5. Dean Hole's "Memories." | 45. The Alps from End to End. |
| 6. Life of Gladstone. | 46. The English Constitution. |
| 7. The Psalms in Human Life. | 47. In India. |
| 8. Wild Life in a Southern County. | 48. The Life of Cobden. |
| 9. The Forest. | 49. The Life of Parnell. |
| 10. The Golden Age. | 50. Havelock's March. |
| 12. Sir Henry Hawkins's Reminiscences. | 51. Up from Slavery. |
| 14. Selected Essays. | 52. Recollections of the Rt. Hon. Sir A. West. |
| 15. Life of Lord Russell of Killowen. | 53. Great Englishmen of the Sixteenth Century. |
| 16. Making of Modern Egypt. | 54. Where Black Rules White. |
| 17. From the Cape to Cairo. | 55. Historical Mysteries. |
| 18. Life of Alexander Hamilton. | 56. The Strenuous Life. |
| 19. A Book about the Garden. | 57. Memories, Grave and Gay. |
| 20. Culture and Anarchy. | 58. Life of Danton. |
| 21. Collections and Recollections. (Second Series.) | 59. A Pocketful of Sixpences. |
| 22. Life of Frank Buckland. | 60. Romance of a Proconsul (Sir George Grey). |
| 23. A Modern Utopia. | 61. A Book about Roses. |
| 24. With Kitchener to Khartum. | 62. Random Reminiscences. |
| 25. Unveiling of Lhasa. | 63. The London Police Courts. |
| 26. Life of Lord Dufferin. | 64. The Amateur Poacher. |
| 27. Life of Dean Stanley. | 65. The Bancrofts. |
| 28. Popular Astronomy. | 66. At the Works. |
| 29. Dream Days. | 67. Mexico as I Saw It. |
| 30. Round the World on a Wheel. | 68. Eighteenth Century Vignettes. |
| 31. The Path to Rome. | 69. The Great Andes of the Equator. |
| 32. The Life of Canon Ainger. | 70. The Early Life of C. J. Fox. |
| 33. Reminiscences of Lady Dorothy Nevill. | 71. Through the Heart of Patagonia. |
| 34. A Social Departure. | 72. Browning as a Religious Teacher. |
| 35. Letters and Recollections of Sir Walter Scott. | 73. Life of Tolstoy. |
| 36. Literature and Dogma. | 74. Paris to New York by Land. |
| 37. Sermons by the Rev. C. H. Spurgeon. | 75. Life of Lewis Carroll. |
| 38. My Confidences. | 76. A Naturalist in the Guianas. (April 3.) |
| 39. Sir Frank Lockwood. | 77. The Mantle of the East. (May 1.) |
| 40. The Making of a Frontier. | 78. Letters of Dr. John Brown. (June 5.)
Queen Mary. |

THOMAS NELSON AND SONS, LONDON, EDINBURGH,
DUBLIN, NEW YORK, PARIS, AND LEIPZIG.

Scotland.

Invercauld Arms Hotel

BALLATER, near BALMORAL CASTLE.

Principal and only Licensed.

FIRST CLASS. PATRONIZED BY ROYALTY.

Deeside is the Select Tourist Resort of Scotland.

POSTING, PETROL, GARAGE, AND MOTORS.

FIRST-CLASS 18-HOLE GOLF COURSE.

BOWLING AND TENNIS COURTS.

WILLIAM PROCTOR, *Lessee.*

EDINBURGH.

59 MANOR PLACE,

WEST-END

BOARDING ESTABLISHMENT.

NEAR TRAMWAYS AND STATIONS.

Telephone No. 7268.

MISS SLIGHT.

A New Volume every Fortnight.

NELSON LIBRARY

OF CONTEMPORARY COPYRIGHT FICTION.

CLOTH.

SEVENPENCE NET.

Scotland.**BRAEMAR, BY BALMORAL.****THE FIFE ARMS HOTEL****(FIRST CLASS.)****Patronized by the Royal Family and the Court.**

Situated at the base of the Grampian Mountains, 1,500 feet above sea-level, and surrounded by Magnificent Scenery. The Hotel is Luxuriously Furnished and Equipped with every Modern Improvement. Suites of rooms, with private bathrooms. ELECTRIC LIGHT and PASSENGER ELEVATOR. PERFECT SANITATION.

MOTOR CAR SERVICE between Braemar and Ballater.

Four-in-hand Coaches leave the hotel for Blairgowrie, full particulars of which will be got in the Railway Time-tables.

POSTING IN ALL ITS DEPARTMENTS.

MOTOR GARAGE,
with Inspection Pit.

GOLF. TENNIS.
SALMON FISHING.

L. MACDONALD, Proprietor.

BOURNEMOUTH.

... THE ...

IMPERIAL HOTEL.

Every Home Comfort carefully studied. Situated on the favourite East Cliff. Highest Elevation.

Two minutes from Electric Lift leading to Undercliff Drive and Pier.

Telephone—1529.

*Telegrams—
"Imperial, Bournemouth."*

**STANDING
IN ITS
OWN
GROUNDS.**

**SHELTERED
FROM
COLD WINDS.**

**The BOURNEMOUTH IMPERIAL and
GRAND HOTELS, Ltd.**

BOURNEMOUTH.

... THE ...

GRAND HOTEL.

**STANDING
IN THREE
ACRES OF
WELL-
PLANNED
GARDENS.**

**COVERED
LOUNGE.**

Situated in the most Central
Position of the Town.

Terrace due south, where invalids and others can rest in quietude, surrounded by the health-giving pines, and in reach without fatigue of all places of amusement; Theatre, Winter Gardens, Pier, etc.

Telephone—134.

*Telegrams—
"Grand, Bournemouth."*

**The BOURNEMOUTH IMPERIAL and
GRAND HOTELS, Ltd.**

THE

“ZYLPHA”

BOARDING
HOUSE,
Albion Road,
SOUTH CLIFF,
SCARBOROUGH.

Clean, comfortable Rooms. Good
Cooking, with every attention.
Liberal Catering. South and West
aspect, ensuring sunshine from rise
to setting. Terms on application.
Low Winter Terms, October to June.
Near good Motor Garage. ✱ ✱

ONE MINUTE FROM SPA.

SEA VIEW.

STATION, 5 MINUTES.

GOLF LINKS, 10 MINUTES.

Extract from Visitors' Book:—

“After a wide experience of travel, we pronounce the
‘Zylpha’ *par excellence*.”—Mr. and Mrs. —, London.

“Never in twenty-five years of travelling have we been so
comfortable.”—BRIGHTON.

Nat. Telephone 475.

Z. SHAW, Manager.

Ireland.

SHELBOURNE HOTEL, DUBLIN.

"The best hotel in Dublin."—THE QUEEN.

CHARMING SITUATION OVERLOOKING STEPHEN'S
GREEN PARK.

MOST CENTRAL POSITION. MODERATE CHARGES.



CHOICEST CUISINE and WINES.

ELECTRIC LIGHT, PASSENGER
AND LUGGAGE LIFTS.

FREE GARAGE.

SHELBOURNE HOTEL,
DUBLIN.

DUBLIN.



Hôtel Métropole

(SACKVILLE STREET).

Opposite Train Centre and G.P.O.

**FIRST-CLASS. MODERN.
FOR FAMILIES AND TOURISTS.**

100 BEDROOMS. APARTMENTS "EN SUITE."
PASSENGER LIFT. ELECTRIC LIGHT.
PERFECT SANITATION.

**PUBLIC RESTAURANT
DEPARTMENT ATTACHED.**

TERMS MODERATE.

Descriptive Tariff on application to THE MANAGER.

Telegrams—"Métropole," Dublin.

Ireland.
LONDONDERRY.

ULSTER HOTEL,

GUILDHALL ST. and POST OFFICE ST.

FIRST-CLASS Family and Commercial. Most central position, and fitted with all modern appliances. Hot, Cold, and Shower Baths. Omnibus attends all Trains. Telephone 163. Electric Light throughout. Cook's Coupons accepted.

MOTOR GARAGE FREE.

Miss KELLY, Proprietress.

SLIGO.

VICTORIA HOTEL

Patronized by His Excellency the Lord-Lieutenant (Earl Dudley),
the Nobility, and Gentry.

Tourists, Anglers, and Families will find every convenience, combined with
cleanliness and moderate charges.

**PRIVATE ROOMS, LADIES' SITTING-ROOMS. BATHS (HOT, COLD, AND SHOWER).
BILLIARDS AND GOLF.**

Gentlemen staying at this Hotel have the privilege of Free Fishing for
Salmon and Trout on Loch Gill. Boats for hire. Posting in all its branches.
Omnibus attends all trains. Garage.

Cook's Coupons accepted.]

J. A. HALL, Proprietor.

LONDONDERRY AND LOUGH SWILLY RAILWAY.

*Most Direct Route to the far-famed Highlands of Donegal is via Londonderry and thence
Londonderry and Lough Swilly Railway.*

TOURISTS should ask for Through Tickets to Buncrana, Carndonagh, Rathmullan, Portsalon, Creeslough for Rosapenna, Dunfanaghy, Gweedore, or Burtonport via Londonderry, and thence by Lough Swilly Railway. The tickets can be obtained at all the principal stations in England and Ireland, also at Messrs. T. Cook & Son.

VISITORS to Ireland and Residents in Ireland contemplating a tour to the far-famed Highlands of Donegal should not fail to travel via the historic walled city of Londonderry, and thence by the Londonderry and Lough Swilly Railway.

**Excellent FISHING AND SHOOTING,
GOLFING, BOATING, BATHING,
and MOUNTAINEERING.
SPLENDID HOTELS.**

Frequent services of trains from and to Londonderry. Steamers ply between Fahan, Rathmullan, and Portsalon. Coach service daily between Rathmullan and Portsalon, and between Creeslough and Rosapenna, in connection with Mail Trains to and from Larne, Belfast, Greenore, and Dublin.

Excursion Tickets issued daily from Londonderry to Buncrana, Fahan, and Rathmullan, and on certain days to Portsalon, Ballyliffin, Malin Head, Burtonport, etc.

For full particulars see Illustrated Guide and Time Table, sent post free on application to undersigned.

NOTICE.—On communicating with the Company's Agents, Messrs. M'Crea & M'Farland, Londonderry, or with any of the Company's Stationmasters, a conveyance will be in attendance to remove any luggage between Railway Stations and Steamers in Londonderry. **R. TALBOT WILSON, Traffic Manager.**

Ireland.

NEWCASTLE, CO. DOWN.

SLIEVE DONARD HOTEL.

(Owned and Managed by the Belfast and Co. Down Railway Company.)

AN IDEAL GOLFING AND HOLIDAY RESORT.

SPLENDIDLY situated in its own grounds, commanding fine views of the Mourne Mountains and the Sea. 120 Bedrooms and several Suites of Apartments, Handsomely Furnished Coffee, Drawing, Reading, Billiard, and Smoke Rooms. Sea and Fresh Water Baths.

Royal County Down Golf Links adjoining. Visitors to the Hotel have the privilege of playing at reduced rates.

Tennis Courts, Croquet Greens, etc. Electric Light throughout. Elevator. Perfect Sanitation. First-class Cuisine.

Garage. Cycle House.
Petrol kept.

Tariff and Particulars on application to W. F. COLLINS, Manager.

Telegrams—"Slieve, Newcastle, Down."

Telephone No. 6, Newcastle, Down.

THE SLIEVEMORE HOTEL, DUGORT, ACHILL ISLAND, CO. MAYO, IRELAND.

REMODELLED and enlarged to meet the requirements caused by the New Railway to the Island, promoted by Mr. A. J. Balfour. Situated in the immediate vicinity of the Grand Mountains of Slievemore and Croaghauaun, and the Menawn "Cathedral" Cliffs; close to the Bathing-strands and the Seal Caves of Dugort. The cooling breeze from the Atlantic in summer makes the air of Achill most charming, and people suffering from dyspepsia or nervous exhaustion are greatly benefited by a short stay in the Island.

The trips to the adjacent islands and whaling stations by boat are very interesting to the antiquarian, naturalist, and pleasure-seeker. Good white and brown trout fishing and shooting now attached to the Hotel. Hot, Cold, and Sea-water Baths on the Premises.

Long Cars meet the trains at Achill Sound to convey the visitors through to Dugort. Special arrangements can be made if visitors will correspond with the Proprietor,

Telegrams—"SLIEVEMORE, DUGORT."

JOHN SHERIDAN.

NOTE.—Sheridan's Slievemore Hotel is not connected with Sheridan's Strand Hotel.

Price Three Shillings and Sixpence.

RAMBLES IN ROME.

By S. RUSSELL FORBES, Ph.D. Eleventh Edition, Revised and Enlarged. Fully illustrated. Detached Map in pocket.

An archaeological and historical guide to the Museums, Galleries, Villas, Churches, and Antiquities of Rome and the Campagna. Embraces all the recent excavations and discoveries.

T. NELSON & SONS, London, Edinburgh, Dublin, and New York.

... VISIT ...

KILKEE, SPANISH
POINT,

LAHINCH,

AND

LISDOONVARNA

AND THE

Unrivalled Cliff & Coast Scenery

OF

WEST CLARE.

*The Direct Route to these Famous Health and
Pleasure Resorts is by the*

West and South Clare Railways,

From ENNIS to ENNISTYMON (for Lisdoonvarna),
LAHINCH (for the Golf Greens and the Cliffs of Moher),
MILTOWN-MALBAY (for Spanish Point), and thence to

KILKEE.

Special Service during Tourist Season from Kingsbridge at
11 o'clock a.m., arriving at KILKEE at 6 o'clock p.m.

THROUGH TOURIST TICKETS are issued at the principal Railway Stations in Ireland and England; also at the Offices of THOS. COOK AND SON, DEAN AND DAWSON, and "TOURIST DEVELOPMENT," 65 Haymarket, London, S.W.

For Information as to Fares, Routes, Hotels, Golfing, Fishing, etc., apply to—

PATRICK SULLIVAN, Manager.

WEST CLARE RAILWAY, ENNIS, 1912.

... THE ...

NELSON LIBRARY

OF COPYRIGHT FICTION.

PRICE SEVENPENCE NET.

Popular editions of the best recent Fiction in Library Binding.

Only the best authors and the finest of their novels claim a place in the NELSON LIBRARY.

The volumes have frontispieces by first-class artists, are specially well printed, and are very nicely bound in Red Cloth, with Gilt Back.

A new volume appears on the first and third Wednesdays of each month.

1. Marriage of William Ashe.
2. Intrusions of Peggy.
3. Christina M'Nab.
4. Battle of the Strong.
5. Robert Elsmere.
6. No. 5 John Street.
7. Quisanté.
8. Incomparable Bellairs.
10. The King's Mirror.
11. John Charity.
12. Clementina.
13. If Youth but Knew!
14. The American Prisoner.
17. The God in the Car.
18. The Lady of the Barge.
19. The Odd Women.
21. Translation of a Savage.
22. The Octopus.
23. White Fang.
24. The Princess Passes.

25. Sir John Constantine.
26. The Man from America.
27. Lame Dog's Diary.
29. Woodside Farm.
30. Monsieur Beaucaire.
31. The Pit.
32. Adventurer of the North.
33. The Wages of Sin.
34. Lady Audley's Secret.
35. Eight Days.
36. Owd Bob.
39. Marcella.
40. Selah Harrison.
41. The House with the Green Shutters.
42. Mrs. Galer's Business.
43. Old Gorgon Graham.
44. Major Vigoureux.
45. The Gateless Barrier.

[Continued]

THOMAS NELSON AND SONS,
London, Edinburgh, Dublin, New York, Paris, and Leipzig.

NELSON LIBRARY—*Continued.*

PRICE SEVENPENCE NET.

-
- | | |
|--|--|
| <p>46. Kipps.
 47. Moonfleet.
 48. Springtime.
 49. French Nan.
 50. The Food of the Gods.
 51. Raffles.
 52. Cynthia's Way.
 54. Love and Mr. Lewisham.
 55. The Lonely Lady.
 56. Thompson's Progress.
 58. Lady Rose's Daughter.
 59. Romance.
 60. War of the Carolinas.
 61. Katharine Frensham.
 63. Love and the Soul-Hunters.
 64. The Secret of the League.
 65. Valerie Upton.
 66. First Men in the Moon.
 67. The American.
 68. Farm of the Dagger.
 69. Expensive Miss Du Cane.
 70. Sir George Tressady.
 71. The Princess Sophia.
 72. A Son of Hagar.
 73. Born in Exile.
 74. Set in Authority.
 75. The Sleeper Awakes.
 76. The Grey Knight.
 77. Captain Margaret.
 78. Making of a Marchioness.
 79. Shining Ferry.
 80. The Riddle of the Sands.
 81. The House of Lynch.
 82. Shanghaied.
 83. Love and the Spy.
 84. The Blazed Trail.
 85. Cousin Ivo.
 86. Count Antonio.
 87. The Skipper's Wooling.
 88. The Invisible Man.
 89. The Call from the Past.
 90. Mr. Clutterbuck's Election.</p> | <p>91. The Lady in the Case.
 92. The One Before.
 93. The Gentleman from Indiana.
 94. When Valmond came to Pontiac.
 95. Beaujeu.
 96. The Dolly Dialogues.
 97. Gotty and the Guv'nor.
 98. Vixen.
 99. The House of a Thousand Candles.
 100. The Waters of Jordan.
 101. The Good Comrade.
 102. Multitude and Solitude.
 103. The Gift.
 104. The Lightning Conductor.
 105. Interplay.
 106. The Prisoner of Zenda.
 107. The Refugees.
 108. Helbeck of Bannisdale.
 109. The Right of Way.
 110. Rose of the World.
 111. Poison of Tongues.
 112. Tom Sawyer.
 113. John Bolsover.
 114. The Road.
 115. Mr. Horrocks, Purser.
 116. Exton Manor.
 117. A Man of Mark.
 118. The Last Hope.
 119. Rupert of Hentzau.
 120. True Tilda.
 121. Eleanor.
 122. Cardinal's Snuff-Box.
 123. Huckleberry Finn.
 124. The Four Feathers. (<i>Apr. 3.</i>)
 125. The Great Shadow. (<i>Apr. 17.</i>)
 126. Fortune. (<i>May 1.</i>)
 127. Ordinary People. (<i>May 15.</i>)
 128. History of Mr. Polly. (<i>June 5.</i>)
 129. Donovan Pasha. (<i>June 19.</i>)
 King Edward the Seventh.</p> |
|--|--|
-

THOMAS NELSON AND SONS,

London, Edinburgh, Dublin, New York, Paris, and Leipzig.

North Wales.**LLANGOLLEN.****THE HAND HOTEL.****On the Banks of the Dee.**

ONE of the most convenient in this "Lovely Vale," and second to none for comfort, catering, and situation.

60 BEDROOMS.**LARGE PRIVATE SITTING-ROOMS.**

Electric Light throughout.

GOLF.

EXTENSIVE MOTOR GARAGE FOR 40 CARS.

FAVOURITE STOPPING-PLACE BETWEEN LONDON & HOLYHEAD.

Posting in all its Branches.Address—**JAMES S. SHAW**, Resident Proprietor,**HAND HOTEL, LLANGOLLEN.**

NATIONAL TELEPHONE No. 7.

*A New Volume every Month.***NELSON****SIXPENNY CLASSICS****(net).**

Write for Complete List.

T. NELSON & SONS, LONDON & EDINBURGH.

LAURENCE'S

Temperance, Commercial, and Family.

Tel. No.
Royal 3729.

 **HOTEL,**

**20 & 21 CLAYTON SQUARE,
LIVERPOOL.**

THIS Hotel contains upwards of 100 Rooms, including COFFEE ROOM, PRIVATE SITTING ROOMS, BILLIARD and SMOKE ROOM. The BEDROOMS are well ventilated and comfortably furnished. Headquarters, Cyclists' Touring Club.

The Midland and London and North-Western Stations are within three minutes' walk, and the Lancashire and Yorkshire Station and Landing Stage within a convenient distance.

CHARGES STRICTLY MODERATE.

Scotland.

GLASGOW.

ST. ENOCH STATION HOTEL

is the most comfortable and convenient hotel in Glasgow for families and tourists for the Western Highlands, Trossachs, and the Firth of Clyde. Convenient for Burns' country and Ayrshire Golf Courses. Sitting-rooms, Bedrooms, and Bathrooms *en suite*.

Under same Management.

STATION HOTELS AT TURNBERRY, AYR, AND DUMFRIES.

For further particulars apply J. H. Thomas, G. & S.-W. Railway Co., Glasgow.

Telegrams: Souwestern.

Nelson's Guide to Paris.

Price NINEPENCE Net.

THOMAS NELSON AND SONS, LONDON AND EDINBURGH.

Scotland.LOCHAWA.

THE
PORTSONACHAN
HOTEL,

— PORTSONACHAN.

THIS is the leading anglers' hotel on Lochawe. It is beautifully situated on the lake, being eight miles from the one end and sixteen miles from the other, thus allowing ample room for drifting in either direction.

It contains large Coffee Room, Ladies' Drawing Room, Smoking Room, Billiard Room, and Private Sitting Rooms.

NUMEROUS DAILY EXCURSIONS

can be made from Portsonachan at
 special reduced rates.

Sanitation up to date.

Good Salmon and Trout Fishing Free.

Tariff and Pension Terms very Moderate.

Post; Telegraph Office in buildings.

Motor Garage. Petrol, etc.

THOS. CAMERON, Proprietor.

NOTE.—Hotel Steamer "Caledonia" connects with trains at Lochawe Station. See Time Tables.

Scotland.

LOCH AWE HOTEL.

(LOCH AWE STATION, CALEDONIAN RAILWAY.)



Passenger Lift from Station to Hotel.
ELECTRIC LIGHT THROUGHOUT.

Splendid 9-hole Golf Course in Vicinity.

Also Putting Green in Hotel Grounds.

**MOTOR GARAGE WITH PIT. PETROL AND OIL
 ACCUMULATORS CHARGED.**

Illustrated Brochure on application.

**Splendid Saloon Steamer (SS. "Countess of Breadalbane") runs in
 connection with Hotel.**

Telegrams—"Hotel, Loch Awe."

D. FRASER, Proprietor.

NELSON'S Shilling Library

(NET).

New and handsome editions of many recent books of outstanding merit and great interest, the original cost of which has restricted their enjoyment to a limited circle of readers.

They are well printed and illustrated, and are bound in Blue Cloth with Gilt Top.

The Series includes works of Travel, History, Biography, etc., nothing but Novels being excluded.

A New Volume is published monthly.

- | | |
|---|---|
| <ol style="list-style-type: none"> 1. Scrambles Amongst the Alps. 2. Collections and Recollections. 3. The Great Boer War. 4. Life of John Nicholson. 5. Dean Hole's "Memories." 6. Life of Gladstone. 7. The Psalms in Human Life. 8. Wild Life in a Southern County. 9. The Forest. 10. The Golden Age. 12. Sir Henry Hawkins's Reminiscences. 14. Selected Essays. 15. Life of Lord Russell of Killowen. 16. Making of Modern Egypt. 17. From the Cape to Cairo. 18. Life of Alexander Hamilton. 19. A Book about the Garden. 20. Culture and Anarchy. 21. Collections and Recollections. (Second Series.) 22. Life of Frank Buckland. 23. A Modern Utopia. 24. With Kitchener to Khartum. 25. Unveiling of Lhasa. 26. Life of Lord Duferin. 27. Life of Dean Stanley. 28. Popular Astronomy. 29. Dream Days. 30. Round the World on a Wheel. 31. The Path to Rome. 32. The Life of Canon Ainger. 33. Reminiscences of Lady Dorothy Nevill. 34. A Social Departure. 35. Letters and Recollections of Sir Walter Scott. 36. Literature and Dogma. 37. Sermons by the Rev. C. H. Spurgeon. 38. My Confidences. 39. Sir Frank Lockwood. 40. The Making of a Frontier. | <ol style="list-style-type: none"> 41. The Life of General Gordon. 42. Collected Poems of Henry Newbolt. 43. Pot-pourri from a Surrey Garden. 44. The Ring and the Book. 45. The Alps from End to End. 46. The English Constitution. 47. In India. 48. The Life of Cobden. 49. The Life of Parnell. 50. Havelock's March. 51. Up from Slavery. 52. Recollections of the Rt. Hon. Sir A. West. 53. Great Englishmen of the Sixteenth Century. 54. Where Black Rules White. 55. Historical Mysteries. 56. The Strenuous Life. 57. Memories, Grave and Gay. 58. Life of Danton. 59. A Pocketful of Sixpences. 60. Romance of a Proconsul (Sir George Grey). 61. A Book about Roses. 62. Random Reminiscences. 63. The London Police Courts. 64. The Amateur Poacher. 65. The Bancrofts. 66. At the Works. 67. Mexico as I Saw It. 68. Eighteenth Century Vignettes. 69. The Great Andes of the Equator. 70. The Early Life of C. J. Fox. 71. Through the Heart of Patagonia. 72. Browning as a Religious Teacher. 73. Life of Tolstoy. 74. Paris to New York by Land. 75. Life of Lewis Carroll. 76. A Naturalist in the Guianas. (April 3.) 77. The Mantle of the East. (May 1.) 78. Letters of Dr. John Brown. (June 5.)
Queen Mary. |
|---|---|

THOMAS NELSON AND SONS, LONDON, EDINBURGH,
DUBLIN, NEW YORK, PARIS, AND LEIPZIG.

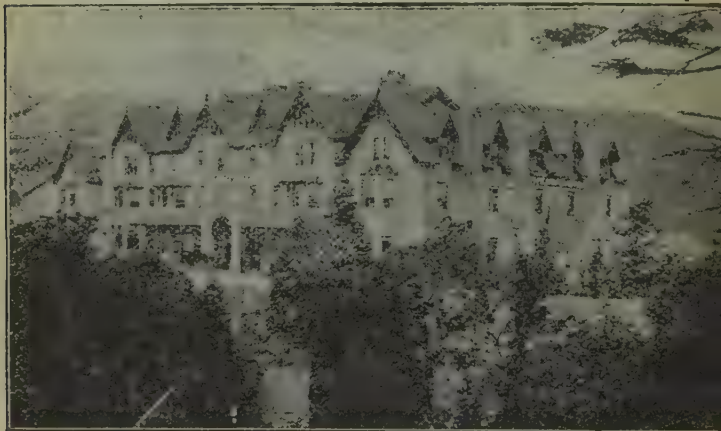
Scotland.**Invercauld Arms Hotel****BALLATER, near BALMORAL CASTLE.**

Principal and only Licensed.

FIRST CLASS. PATRONIZED BY ROYALTY.*Deeside is the Select Tourist Resort of Scotland.*

POSTING, PETROL, GARAGE, AND MOTORS.**FIRST-CLASS 18-HOLE GOLF COURSE.****BOWLING AND TENNIS COURTS.**

WILLIAM PROCTOR, Lessee.**EDINBURGH.****59 MANOR PLACE,****WEST-END****BOARDING ESTABLISHMENT.***NEAR TRAMWAYS AND STATIONS.***Telephone No. 7268.****MISS SLIGHT.***A New Volume every Fortnight.***NELSON LIBRARY****OF CONTEMPORARY COPYRIGHT FICTION.****CLOTH.****SEVENPENCE NET.**

Scotland.**BRAEMAR, BY BALMORAL.****THE FIFE ARMS HOTEL****(FIRST CLASS.)****Patronized by the Royal Family and the Court.**

Situated at the base of the Grampian Mountains, 1,500 feet above sea-level, and surrounded by Magnificent Scenery. The Hotel is Luxuriously Furnished and Equipped with every Modern Improvement. Suites of rooms, with private bathrooms. ELECTRIC LIGHT and PASSENGER ELEVATOR. PERFECT SANITATION.

MOTOR CAR SERVICE between Braemar and Ballater.

Four-in-hand Coaches leave the hotel for Blairgowrie, full particulars of which will be got in the Railway Time-tables.

POSTING IN ALL ITS DEPARTMENTS.

MOTOR GARAGE,
with Inspection Pit.

GOLF. TENNIS.
SALMON FISHING.

L. MACDONALD, Proprietor.

Scotland.**Seaside & Golfing Resort, CRUDEN BAY***Thirty Miles by rail from Aberdeen.***Splendid Beach over Two Miles long. Sea Bathing, Boating, Fishing.****HEALTHY CLIMATE. BRACING AIR.****THE GOLF COURSE OF 18 HOLES,**

laid out by the Railway Company, is one of the best in the Kingdom.

LADIES' COURSE of 9 HOLES.**Putting Green and Putting Course.****CRUDEN BAY HOTEL**

OWNED BY

THE GREAT NORTH OF SCOTLAND RAILWAY COMPANY.

Occupies a charming site overlooking the Bay.

LIGHTED BY ELECTRICITY. LIFT. GARAGE.

Special Accommodation and Convenience for Golfers.

Bowling Greens. Tennis Courts. Croquet Lawns.

Electric Tramway for Visitors between Cruden Bay Station and Hotel.

Address Inquiries to The MANAGER, Cruden Bay Hotel, Port Erroll, N.B.

*The Palace Hotel, Aberdeen, and Station Hotel, Aberdeen, also owned by
the Great North of Scotland Railway Company.*

BADDELEY'S GUIDES.

The volumes of the "Thorough" Series, prepared by the late M. J. B. Baddeley, have been known for many years as the most convenient and reliable collection of Guides for the British Islands.

Since the publication of this series was transferred to Messrs. Nelson, most of the volumes have been thoroughly revised, and new features have been added. They have been made even more useful than before to pedestrians, motorists, cyclists, mountaineers, anglers, golfers, etc.

*With Coloured Maps, Index Maps, Plans, Hotels, Tours, etc.
Bound in Limp Red Cloth. All at Net Prices.*

- I. SCOTLAND, Part I. "The Highlands" as far as Aberdeen, Inverness, and Stornoway, and including Edinburgh and Glasgow. 6s. 6d.
- II. SCOTLAND, Part II. "Northern Highlands," from Aberdeen, Inverness, and Gairloch to Cape Wrath and "John o' Groats." 3s. 6d.
- III. SCOTLAND, Part III. "The Lowlands," including Edinburgh and Glasgow. 4s.
- IV. ORKNEY and SHETLAND. 1s. 6d. (Paper Edition, 1s.)
- V. IRELAND, Part I. Northern Division, including Dublin. 4s.
- VI. IRELAND, Part II. Southern Division, including Dublin. 5s.
- VII. THE ENGLISH LAKE DISTRICT. 5s.
- VIII. YORKSHIRE, Part I. East. 2s. 6d.
- IX. YORKSHIRE, Part II. West. 3s. (The two in one volume, 5s.)
- X. THE PEAK DISTRICT OF DERBYSHIRE, Etc. 3s.
- XI. NORTH WALES, Part I. Chester, Rhyl, Llandudno, Bangor, Llanrwst, Bettws-y-Coed, Carnarvon, Llanberis, Beddgelert, Ffestiniog Sections and Pwllheli. 3s.
- XII. NORTH WALES, Part II. Llangollen, Bala, Dolgelly, Barmouth, Shrewsbury, Machynlleth, and Aberystwyth Sections. 2s. 6d. (The two in one volume, 5s.)
- XIII. SOUTH WALES and the Wye District of Monmouthshire. 3s. 6d.
- XIV. THE EASTERN COUNTIES (Watering-Places, Cathedral Cities, etc.). 3s. 6d.
- XV. SURREY and SUSSEX, including Tunbridge Wells. 3s. 6d.
- XVI. ISLE OF WIGHT. 2s. 6d.
- XVII. NORTH DEVON and NORTH CORNWALL. With a full description of Exmoor and the Scilly Isles. 3s. 6d.
- XVIII. SOUTH DEVON and SOUTH CORNWALL. With a full description of Dartmoor and the Scilly Isles.
- XIX. BATH and BRISTOL and 40 miles round. 5s.

New Volume.

- XX. SOUTH HAMPSHIRE and SOUTH DORSET, including the New Forest. This completes Baddeley's Guides to the South Coast of England. 3s. 6d.

THOMAS NELSON AND SONS,
London, Edinburgh, Dublin, Paris, and New York.

51
Scotland.

MOULIN HOTEL, PITLOCHRY.

Three-quarters of a Mile from Pitlochry Station, and
550 feet above Sea-level.

SMOKE ROOM. BEAUTIFUL SITUATION.
INVIGORATING AIR. POSTING. MOTOR.

TERMS MODERATE.

M. G. HARPER, Proprietress.

BAILIE NICOL JARVIE HOTEL, ABERFOYLE.

THIS Hotel affords excellent accommodation for Tourists and Families.
It is situated amidst enchanting scenery on the banks of the River
Forth, at the *Starting Point* of the Road to the Trossachs and Loch Katrine,
over which Coaches are run daily during the Summer. Boats on Loch Ard
and Loch Chon for Fishing and Pleasure Parties. Tennis Lawn. Golf.
Posting. Billiards. Garage. Petrol.

Railway Station, Post and Telegraph Offices within two minutes'
walk of the Hotel.

Telegrams—"BLAIR, HOTEL, ABERFOYLE."

A. BLAIR, Proprietor.

ORKNEY.

LONGHOPE HOTEL LONGHOPE.

RECENTLY built; wonderful rock scenery; shooting and
excellent sea-trout and brown-trout fishing free; good
deep-sea fishing.

Hon. Agent for the British Sea-angling Society, London.

R. J. GIBSON, Lessee.

Scotland.**BLAIR ATHOLL.****ATHOLL ARMS HOTEL.**

(ADJOINING RAILWAY STATION.)

FIRST-CLASS FAMILY HOTEL.**MODERATE CHARGES.**

SITUATION unrivalled as a central point from which to visit the scenery of the Perthshire Highlands, such as Killiecrankie, the Queen's View of Loch Tummel, Lochs Tay and Rannoch, Glen Tilt and Braemar, the Falls of Bruar, Garry, Tummel and Fender, Dunkeld, etc.

This is also the most convenient resting-place for breaking the long railway journey to and from the North of Scotland.

ELECTRIC LIGHT THROUGHOUT.**GOLF.****SALMON AND TROUT FISHING.****GARAGE.****PETROL AND OILS KEPT.***Telegrams, "Hotel, Blairatholl."***D. Macdonald & Sons, Proprietors.****COLLECTION NELSON.*****Price ONE SHILLING net.***

A Series of carefully-selected French masterpieces.

Every department of French literature is represented in the "Collection Nelson," and also translations from other languages.

The books are of the same size as the Nelson Library, but are bound in a decorative French design. The price is 1s. net per volume in Great Britain, 1 fr. 25c. net in France, and 1 mark net in Germany.

The General Editor of the Series is Dr. Charles Sarolea, Lecturer on French Language and Literature in the University of Edinburgh.

Two New Volumes are issued each month.

T. NELSON & SONS, London, Edinburgh, Dublin, and New York.

Scotland.**BALMACARA HOTEL,****Balmacara, Ross-shire.**

IN the midst of beautiful scenery. Most central Hotel for visiting the far-famed Loch Duich, Loch Long, Falls of Glomach, Duncraig, and Skye. Magnificent views of Skye Hills from Hotel. Splendid Drives. Routes : Rail to Strone Ferry, or Kyle of Lochalsh, thence drive; steamers "Claymore" and "Clansman" from Glasgow and Oban, or swift passenger steamer from Oban during tourist season; and also from Mallaig, the terminus of the West Highland Railway. Parties coming by steamer should order conveyance, as landing-place is over a mile from Hotel.

POSTING. BOATING. SEA AND LOCH FISHING.**GOLF COURSE CLOSE TO HOTEL.**

THE WORKS OF VICTOR HUGO.

Complete Copyright Edition in French.

The works of this great French writer have not hitherto been generally accessible in French, in a form at once cheap and convenient. Messrs. Nelson, having purchased the copyright, will issue the whole of them in the same form as their well-known "Collection," and with new illustrations by eminent artists.

READY.

- | | |
|--------------------|--|
| <i>(Roman)</i> | Les Misérables. (Quatre volumes.) |
| <i>(Poésie)</i> | Les Contemplations. |
| <i>(Histoire)</i> | Napoléon-le-Petit. |
| <i>(Drame)</i> | Ruy Blas, Les Burgraves. |
| <i>(Roman)</i> | Han d'Islande. |
| <i>(En voyage)</i> | Le Rhin. (Deux volumes.) |
| <i>(Poésie)</i> | La Légende des Siècles. |

Other volumes will follow, till the whole of Hugo's works are included.

T. NELSON & SONS, London, Edinburgh, Dublin, & New York.

Scotland.**ARDLUI HOTEL, Head of Loch Lomond.**

Three minutes' walk from Steamboat Pier and Ardlui Station, West Highland Railway.

THIS Hotel is beautifully situated amidst unrivalled scenery, and commands a magnificent view of the Loch. The Hotel has been remodelled and refurnished, an addition has been made, and the lavatories and sanitary arrangements are new, and have been carried out on the most improved principles.

Visitors staying at this house will find every comfort and attendance, and have boats and fishing free. Delightful daily tours can be arranged to Loch Katrine, Loch Awe, Loch Tay, Loch Long, etc. Passengers travelling south by West Highland Railway change here for Loch Lomond and Loch Katrine.

Parties boarded by week; special Week-end Terms, August excepted.

MOTOR GARAGE.

PETROL.

Telegrams—"DODDS, ARDLUI."

D. M. DODDS, Proprietor.

N.B.—Grand Circular Tour by Rail, Coach, and Steamer daily from Edinburgh and Glasgow.

Further particulars can be obtained at Crianlarich and Ardlui Hotels, also from North British and Caledonian Railway Companies' Tourist Guides.

ACHNASHEEN.**STATION HOTEL.**

THE Hotel is situated 570 feet above sea-level, in close proximity to the Railway Station and Postal and Telegraphic Offices, amid some of the most magnificent scenery in the Scottish Highlands, the health-giving properties of its mountain air being well known.

Achnasheen is the starting-place for Kinlochewe, Lochmaree, and Gairloch.

The Coach for these places starts from the Hotel door, and seats can be secured by letter or telegram addressed to Mr. M'Iver, the proprietor of the Hotel and of the Coaches to and from Gairloch.

During the months of July, August, and September a public service (motor) will run between Achnasheen and Gairloch, and vice versa. As the seating capacity is limited, seats must be booked beforehand.

EXCELLENT FISHING TO BE HAD FREE.

GARAGE. PIT. PETROL. OILS.

Private Carriages of every description on Hire.

M. M'IVER, Proprietor.

WEEM HOTEL,

TAY BRIDGE, ABERFELDY, PERTHSHIRE.

THIS WELL-KNOWN FAMILY HOTEL is situated about one mile from Aberfeldy. The Hotel is commodious and comfortably fitted up, so that Families in quest of quiet and comfort may depend upon procuring every possible attention. The Hotel situation is acknowledged to be one of the best in Scotland, being thoroughly protected from all directions, and having a due South exposure.

FAMILIES BOARDED BY THE WEEK OR MONTH.

Posting Establishment complete.

Endless Drives.

Magnificent Scenery.

EXCELLENT GOLF COURSE.

CHARGES STRICTLY MODERATE.

Bus will meet Parties at Aberfeldy Railway Station, one mile distant, on the shortest notice being given.

Salmon and Trout Fishing on the Tay free to Visitors at Hotel.

ACCOMMODATION FOR MOTORS.

Letters and Telegrams punctually attended to.

Telegraphic Address—"WEEM HOTEL, ABERFELDY."

**ROBERT MENZIES,
Proprietor.**

Universally acknowledged to be the Most Valuable Medicine known, and one which should be in every home. Doctors and the public in all parts of the world have used it with unvarying success for upwards of 60 years, and have testified to its efficacy.

Dr. J. Collis Browne's *Chlorodyne*

Insist on having
**Dr. J. COLLIS
BROWNE'S
Chlorodyne,
The ORIGINAL
and
ONLY GENUINE.**

Purchasers should see that the name is on the stamp, and emphatically refuse substitutes.

Convincing
Medical Testimony
with each Bottle.

Of all Chemists,
1/1½, 2/9, 4/6.

The Best and Surest
Remedy for
**COUGHS,
COLDS,
ASTHMA, BRONCHITIS.**

Cuts short all attacks of
**SPASMS, HYSTERIA,
and PALPITATION.**

The only Palliative in
**NEURALGIA, GOUT,
TOOTHACHE,
RHEUMATISM.**

Checks and arrests
FEVER, CROUP, and AGUE.

Acts like a charm in
**DIARRHOEA, DYSENTERY,
and CHOLERA.**

Scotland.

STRATHPEFFER SPA HOTEL.

patronized by Royalty.

The oldest established and leading Hotel in the Harrogate
of the North. Highest and finest situation.



The SPORTING HOTEL of the HIGHLANDS.

Salmon Angling Trout Fishing Close to fine sporting 18-hole
Golf Course. Tennis. Croquet. Cricket. Beautiful Lounge,
Card, Billiard, and Ball Rooms.

Electric Light throughout. Superior Stud of Carriage and Saddle Horses.

Garage. Cars on Hire Petrol, etc., supplied.

Tele. & Cable Address—WALLACE, STRATHPEFFER.

Telephone No. 22.

